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THE P. & O. "NUBIA."
ASHORE NORTH OF COLOMBO
HARBOUR.

PASSENGERS' EXCITING EXPERIENCES.

Ceylon papers bring details of a mishap to the P. & O. steamer *Nubia*, which ran aground on a sand bar at the mouth of the river Kelani, off Colombo, in the dark hours of the early morning of June 20th.

The *Times of Ceylon*, of June 20th, says:—The *Nubia*, commanded by Captain Lyndon, left Bombay about five days ago with the China mails and was due to arrive at Colombo at 9 o'clock yesterday evening. She was sighted approaching the harbour about 10 o'clock this morning and appeared to be waiting outside in order to enter at daylight. A very high sea—the worst experienced this monsoon it is said—was running and there was a very strong wind blowing. Later she appeared to be getting into difficulties and the searchlight was shut off in order not to hamper her. At 4.30, she was quite close in, and almost on top of the sand bar. Apparently she grounded shortly before 4.45 and two rockets were sent up. She was broadside on the reef with her nose towards the Mutual entrance to the harbour.

Information was at once sent to the Master Attendant's office and to the Colombo agent for the P. & O. Company, and very soon the harbour tug *Guliah*, with the Master Attendant (Commander C. E. Stainer, R.N.) aboard, left to render what assistance she could. Before daylight the tug succeeded in getting a hawser aboard and an effort was made to pull the stranded vessel off. However, the hawser snapped. Later on, it is believed, a second and thicker hawser was successfully got aboard, but up to the time of writing (11.15 a.m.) the efforts to get the vessel off had not succeeded. Owing to the high sea which was running, it was not possible to board or leave the ship on the starboard side, and the list prevented the lowering of boats on the leeward side. Presumably there was insufficient water to allow the tug to approach on the leeward side.

Apparently, the *Nubia* struck the reef stern first, and then swung round broadside on. Our Colombo contemporary on June 21 stated efforts were made to back her off under her own steam and subsequently to tow her off, but without avail, and she now remains in position, more serious for on the one hand she is being tilted up by the sea on the starboard side, and by the Kelani river current on the other. The list to starboard is becoming more and more noticeable, and yesterday afternoon all the passengers were landed. Later in the day the two stewardesses on board were sent ashore. They were towed into harbour in an open boat by the pilot launch, the sea being too heavy to risk an attempt to take them on board the launch. The passengers' luggage was all brought ashore this morning. Continuous efforts to tow her off the reef have failed, and the Government harbour tugs, with the *Viceroy*, and the wharfage company's tug *Lady Inchcape*, have been engaged in the work. Later in the afternoon, the other Government harbour tug was also requisitioned.

A *Times of Ceylon* representative obtained an interesting interview with Mr. M. S. H. Abdullally, the well-known Boreh merchant of the Pettah, who was returning from Bombay with a party of twenty-eight, including eight ladies and seven children. Mr. Abdullally and those with him had visited Bombay in connection with the wedding of his son, Mr. Gulam Hussain Mochshor, who, with his young bride, was also on board the *Nubia*.

When the *Nubia* ran aground shortly before a quarter to five o'clock yesterday morning nearly all the passengers were below and most of them were asleep. "When the *Nubia* first ran aground," Mr. Abdullally said, "there was no heavy bump and all that I felt was a slight jar or tremor as if the vessel were grinding against something. At this time, it was, of course, quite dark, and there was a heavy rain falling with a strong set towards the shore. The captain at once tried to back the vessel off, but the current must have been too strong and the waves began to break against the side of the ship forcing her against the reef. There was no excitement or panic on board, although the ladies began to get alarmed when the ship commenced to list to starboard."

"The Captain and his officers continued to make every effort to back the steamer away from the shore, but the list became more and more noticeable towards day-break. The waves were very high and frequently broke right over the ship. Owing to the list it became very difficult for passengers to move about the deck at all, and we were all placed on the port side which was high out of the water. "When day broke we could see the people on the shore quite plainly and, so far as the male passengers were concerned, we felt no alarm, since we thought that if the worst came to the worst we could very easily swim ashore."

"The ladies of the *Nubia* were very timid by nature, and the ladies of the West and some of them very nervous and commenced to cry. So also did the children and in the afternoon the captain decided to send the passengers ashore. It must have been about three o'clock in the afternoon, or perhaps shortly before, that we were taken off in the little pilot boat to the pilot launch. The sea had become very much calmer now and we were transferred to the launch without much difficulty. We did not at this time take our luggage with us, but I am glad to say, all the luggage of every passenger has been since brought ashore."

Asked how they managed in regard to meals aboard, Mr. Abdullally said: "The excitement quite frightened hunger away, but some of us took a little coffee. None of us took any meals from the time we went ashore until we were landed." Mr. Abdullally said the captain and his officers behaved extremely well to the passengers and did all they could to re-assure them, as well as to land them and their luggage in safety. So far as he could tell, he added, little actual damage appeared to have been done to the *Nubia* and he understood that she was taking in very little water.

The jettisoning of cargo, which began on June 21, was continued the next day. To save the vessel from knocking her sides as a result of the action of the waves, two anchors were dropped, one at the forehead and another at the stern.

That there is still a chance of getting the *Nubia* off, says our contemporary of June 22, is the opinion of the highest authority, provided, of course, that the weather does not change for the worse. The *Nubia* has been taking in some water. A paper of June 23rd states:—The chances of getting the *Nubia* off the coral reef were somewhat minimized by the storm which blew over Colombo last night, and the position of the vessel had altered slightly by this morning, it being noticeable that she had assumed a more pronounced angle. She was also taking in more water, while the waves were frequently breaking over her starboard side. At noon to-day it was decided to send out a steamer from the harbour to make an attempt to tow the *Nubia* off.

PASSENGERS AND CARGO.
The *Nubia* was carrying thirty-five passengers, the majority being for Colombo. Under the personal supervision of Mr. P. Hay-Baker, officer-aidant of the P. & O. Agency, these were landed, the Colombo passengers being brought ashore, and the transit passengers being transferred to the P. & O. *Kashgar*, which is bound for Yokohama.

The *Nubia* had about 800 tons of general cargo for Colombo. A portion of this is wheat she over-carried about a fortnight ago when passing through from the Far East on her voyage to Bombay. She had also on board the overcarried cargo for Colombo which the homeward mail steamer of a fortnight ago was unable to discharge. The transit cargo, it is understood, is not large.

**BANK'S CLAIM AGAINST
INDO-CHINA S.S. CO.**

In H.M.'s Supreme Court at Shanghai last week the Hongkong and Shanghai Banking Corporation claimed against the Indo-China Steam Navigation Company Ltd. 9,893 damages for the non-delivery of certain cargo.

His Lordship Sir Haviland de Bunsmaures in giving judgment said:—This case has arisen out of a transaction which took place before the beginning of the war, in consequence of which certain goods were consigned from Calcutta to a German firm, Messrs. Diederichsen & Co. The documents in the case in the ordinary course of business came into the hands of plaintiffs, but the bills of exchange which had been drawn by the shippers on Messrs. Diederichsen were not met at due date. Whereupon, in virtue of documents they held, the plaintiffs proceeded to the extent of selling the goods. They were, however, met by the difficulty that the goods were no longer in the defendants' hands. They had parted with them on a bank guarantee, and in consequence of the outbreak of war the consignees refused payment of the bills of exchange; and as a result the plaintiffs now sue on the documents of the shipping company, who, of course, will turn for their proper remedy wherever it may be, against the consignees or their guarantors. It remains for me to give judgment in these circumstances for the plaintiffs, and it seems to me they are entitled to the small sum of Tls. 23 which they claim for telegrams, which were sent in order to ascertain the wishes of the shippers who were also the drawers of the bills of exchange. As regards the question of interest, the point does not now arise, because November 21st is agreed to be the date from which it was properly chargeable. I will therefore give judgment for the amount claimed with interest on Tls. 23, at the rate of six per cent. from November 21st. Plaintiffs are entitled to their costs.

**DEATH OF A BRITISH
CONSUL.**

Shanghai papers announce with regret the death of Mr. L. H. R. Barr, of H.M. Consular Service. The deceased left Shanghai on the 25th June for Peking and the news of his death was telegraphed by Mr. Moss, District Officer at Weihaiwei. Born in 1876, the deceased was appointed a student interpreter in China in 1898, and received the China medal and clasp for the Defence of the Medals in 1909.

He was Acting Consul at Amoy in 1903 and at Ningpo in 1908, and Acting Vice-Consul there in 1909, 1909 and 1910. During these years he was also in charge of the Consulate at Hangchow. In January, 1910, he was promoted to be a 1st-Class Assistant and in that and the following year was Acting Consul at Chefoo. In the latter year he was transferred to Tientsin, where he remained as Acting Vice-Consul till 1912, when he was promoted to the rank of Acting Consul-General. He left Tientsin in 1913. On May 6th, 1914, he was exiled to the Bar at the Middle Temple.

Mrs. Barr, the *N.C. Daily News* says, was with her husband at the time of his death, and the deepest sympathy will be felt for her in her sad loss.

GERMANS AT KULING.

A Correspondent writes us, says the *Central China Post*, that the Germans have gone to Kuling (the Yangtze summer resort) in great force and as the bungalows where they live they have hoisted the German flag. It is thus impossible to look out at the window, or to take a walk, without having this hateful object ever within view. To the Belgians it visualizes all the butchery and destruction which the Germans have wrought in their native land, and speaks, perhaps, of friends of their own who were done to death through their agency. To Britishers it shouts out *Lucania*, "Poison gas," "Zeppelin bombs," and tells of fathers, brothers and sons of theirs who have fallen or been maimed for life in the war. To all the Allies, who form the great majority of residents, and possibly to many neutrals also, it is odious.

THE GAS POISONERS.

HOW THE ATTACK WAS PLANNED.

GERMAN CONFESSIONS.

The *Cologne Gazette* published on Thursday the first German account of the attack on the north of the Ypres salient at the end of April which was carried out by the use of asphyxiating gases. The unnamed writer appears to be a non-commissioned officer who took part in the operations, and he describes his return from the front after he had been slightly wounded on April 24.

It is, of course, suggested that the French and English first employed gases, but the writer hardly troubles to press the point, and he shows quite plainly how the gas attack was, as Sir John French reported at the time, "long and deliberately prepared."

For months we lay over against one another and no pulling or pressing or shoving could loosen the iron defences. Every attack from our side broke down just like the attacks of the French. The determination and stubbornness on both sides made large undertakings impossible. Then a new arm—chemistry—began to play its part on the side of the enemy. The bursting shells of the French, but especially those of the English, artillery spread clouds which our supreme command very mildly describe as "betanbende Dämpfe." The use of these gases, which, as is well known, were employed also in rifle ammunition, had brought the anger of our soldiers to fever heat. With a grim smile the man whispered one to another that the hour of revenge was approaching. Then came the great, long-desired moment.

The writer then explains how the gas poisoners had to wait for a favourable wind. He says:—

There were never so many meteorologists as in the last fortnight before the attack. It was an exciting time for us. There was one alarm after another. Often it was stated with complete certainty that the day had come, and a few hours afterwards we returned depressed to our quarters because the weather prophesied and again prophesied falsely. All these experimental alarms helped to increase the eagerness of our soldiers for battle.

As last April 21 came. Our battalion was resting. On the night of April 21 we established ourselves in a thick right in front of our heavy artillery and waited eagerly for the things that were to happen. Towards 5 o'clock on the evening of the 22nd came the order for complete readiness, and half an hour later the major called to me as he passed. "Now we are off," I took my glass, clambered up a small elevation, and looked in the direction of the trenches.

The writer then describes the excitement of the troops, the reception of messages reporting success, and the infantry advance. He says that, as the gas poisoners went forward they sang the hardly appropriate song "Deutschland hoch in Ehren." He proceeds:—

It was with curious feelings that we marched through the fields and villages which hitherto we had approached only in the depth of night and keeping absolute silence, as they lay in the most effective fire zone. Exactly an hour after the beginning of the attack the major said to me, "Do you know that our armoured train has already passed through?" The little town of L., or rather the heap of ruins which showed where it had been, had been evacuated by us at the end of October. For five months all our efforts to recover it from the enemy had been in vain. To-day our half-hour sufficed to restore it to our possession. It will not be evacuated again.

The description of the further operations is of no particular interest, except that the writer says that all the troops were bent upon the capture of Ypres, and that everybody said "Forward! God punish England!"

**A GERMAN "PROFIT AND
LOSS" ACCOUNT.**

In a public lecture recently delivered in Berlin Professor Penck, the head of the Royal Geographical Society, taking April 1st as his date of reckoning, makes out what he calls a Balance Sheet, and arrives at a result heavily on the "profit" side for Germany. The account reads roughly as follows:—

PROFIT
Territory conquered in Belgium and France (sq. miles) 19,250
Population thereof 10,000,000
Conquered districts include the most important iron and coal mines and industrial sections of our enemies' territory
Territory conquered in Russia (sq. miles) 23,100
Population thereof 6,000,000
Minimum losses of our foes in the west (8 months) 1,500,000
Minimum losses of our foes in Russia 3,400,000
Total, roughly 5,000,000
Constant average monthly loss of all our foes 600,000
German Fleet still undefeated
England's "starvation plan" collapsed.
Unity of German nation in aims and realization that it is fighting "for great ideals of humanity."

LOSS
Hostility of neutral countries, due to German violation of Belgian neutrality.
German territory occupied by foe (sq. miles) 308
Austrian territory occupied by foe (sq. miles) 21,175
Population thereof 6,000,000
Our hope of lack of arms and munitions on the part of our Allies realised.
Our Colonies and export trade.
British sea power so weakened that it can no longer claim absolute command of the sea.

Professor Penck says Germany is justified in expecting that "in a few months France will have bled to death and Russia been militarily exhausted." He does not discuss British resources.

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ENGLAND IN WAR TIME.

PUBLIC OPINION AND A COALITION GOVERNMENT.

NEWSPAPER VENDETTA AGAINST LORD KITCHENER.

[FROM A CORRESPONDENT.]

LONDON, May 30th.

The present time is putting the traditional and historic reputation of the people of this country for bulldog tenacity to a severe test. We are passing through a period which is more depressing than any yet experienced since the beginning of the war. There is no gainsaying the fact that public opinion is somewhat anxious.

We have been ten months at grips with our deadly enemy, who is still unbeaten. His armies are still firmly entrenched in the countries of our Allies. All the talk—much of it carefully and deliberately promoted by Germany—that there was a prospect of famine and an early collapse beyond the Rhine is now understood to be quite baseless. The Russians have been thrust back in Galicia. Their mighty effort in the Carpathians was arrested just at the moment when it appeared that nothing could prevent them over-running the plains of Hungary. In the Western theatre of war French, British and Belgians are holding their own. Here and there local successes are achieved at an appalling expenditure of life. But the great advance for which everyone worked and waited during the winter is still delayed. "When are we going to drive them back?" is the question where men foregather, to be followed as likely as not by the further question, "Shall we ever drive them out of France and Belgium and invade Germany?"

This may strike readers at a distance as a note of profound pessimism. It may convey the idea that opinion in England is changing as regards the prosecution of the war until victory crowns our arms. But that view would be absolutely wrong. There is no wavering in the national resolve to keep "pegging away," in Lincoln's memorable phrase, till our ultimate aims are fully achieved. I am simply endeavouring to present the average man's immediate view—the view of the man you meet every day in business and social intercourse, "the feeling of the country," as it is called. You find it reflected in the Press, and it has misled many outsiders, including the pundits at Berlin, into thinking we are growing tired of the war. It is a peculiarity of the English national temperament to underestimate rather than otherwise the extent of national effort and to criticise what is being attempted before the work is done. That is the English way. No wonder the foreigner frequently fails to understand us, or that he makes so many miscalculations, as has happened throughout in the case of the Germans, who always boast and brag of what they intend to do or are doing, and lie without shame or scruple in order to hide defeat or failure!

THE POLITICAL UPHEAVAL.

It is not, however, primarily about the conduct of the war that just now public anxiety is felt. The gravity of the task before us is, of course, enough to make thoughtful men anxious, and as to this I have indicated very briefly the lines upon which men's thoughts are running; but, quite apart from the operations in the field while at the same time closely related to them, there has been the political upheaval at home. A change of Government in the midst of a war is, under any circumstances, a serious matter, fraught with danger and difficulty. It is infinitely more serious now than at any previous period in our history, seeing that we are engaged in a life-and-death struggle for our very existence against what Lord Roberts rightly called a "Cowardly, vicious, and unscrupulous foe."

The downfall of the Liberal Government came with such suddenness that for a while people were almost stupefied. What was the real meaning of this, and the prompt formation of a Coalition within a week of the crisis, the full inner history of which, however, may not be written for many a day to come. But this much may be said publicly—that it was not wholly due to the alleged shortage of high-explosive shells. The shell question, if I may say it without levity, was the immediate cause of the political explosion. The Liberal Government would not have come down on that alone had there been perfect unity among those in power. But there was not perfect unity, and while there was not, perhaps, dissension, there were unfortunate differences. Faced with such a situation there were only two courses open to the Premier. He had (1) to choose between resignation, which involved plunging the country into the turmoil of a General Election—an unthinkable thing in such a war as this—and having the Conservatives to come in (if they could) and do better (also, if they could), or (2) to form a Coalition Government. Like a patriotic Englishman he decided upon the lesser of the two evils.

THE DISMAL HISTORY OF COALITION GOVERNMENTS.

I think this way of alluding to the Coalition will be accepted as not unjust or partisan when it is recalled how very unfortunate have been the records of so-called National Governments in England. The history of these combinations makes rather dismal reading. When Fox and North came together in 1783, with the object of bringing about a peace, George the Third (who was not over particular himself in political wrangling) said it was "the most unprincipled Coalition the annals of this or any other nation can equal." In 1794 there was another Coalition, designed to support a war, the Duke of Portland, Mr. Wyndham, and other Whig leaders deserting Fox and taking office in Pitt's Government. The political story of the time is one of reaction and corruption into which it is not my purpose to enter; and of the third Coalition, the famous "Ministry of all parties" formed in 1806 from men of all parties to fight Napoleon, it need only be said that it proved a failure, and fell with a crash on the death of Fox thirteen months after it came into existence. A similar fate befell the Coalition Government of 1852 under Lord Aberdeen, which landed us in the Crimean War and only lived two years. It was a combination of the Peelites, headed by the Duke of Newcastle and Mr. Gladstone, the Whigs being represented by Lord Palmerston and Lord John Russell. "The first necessity of a coalition," said Sir Edward Lytton in the House of Commons at that time, "is that its members should coalesce." That, in fact, is the problem, which confronts all coalitions; it is the problem before the War Coalition of 1915, and whether it will be satisfactorily solved by those into whose hands the destinies of the Empire and the English race are committed rests on the knees of the gods.

Of course the new Government must have absolute and unqualified support. But there is some natural anxiety, as there may well be, having regard to the present and future responsibilities of Ministers. At the back of every man's mind is the knowledge that if the Government fail the nation, if they blunder badly in the carrying on of the war, if they are unable to rise to the height of the great occasion, sink the party for the good of the State, there is no Opposition to replace them—nothing, in short, but a violent reaction to the political party system and an appeal to the country. Again, under the party system in Parliament effective criticism comes from the Opposition side of the House; it is the function of an Opposition to criticise the Government of the day. But as things stand, with no organised opposition, criticism may be expected from all parts of the House. The party machine being out of gear there is the danger on the Continent arise—as we have often seen upon the Cabinet—as a whole, or upon individual Ministers, thereby rendering the position of the Government less secure than it ought to be in war time. And without their own party behind them in solid phalanx, as in normal times under the party system, it is conceivable how easily the stability of a Coalition Government may be undermined and its prestige destroyed.

I am far from saying that any of those things may or will happen. It is to be hoped that they will not. But they are matters which have to be considered in any review of the political situation here in the present stage of the war. I think it is realised that the disappearance of the Opposition deprives the country of an alternative Government, and that if the Coalition Ministry should prove to be incompetent there is no substitute for it. The country is giving the Prime Minister and his colleagues a blank cheque, and there will be short shrift for any politician, regardless of the party, who attempts to squander it. The attempt to impeach or thwart the nation's will to beat the enemy to the dust. This solid, unshakable determination of the country to prosecute the war to the bitter end is, indeed, the most hopeful feature of the political situation. No public man can fail for a single moment to realise the depth and force of public opinion on the war.

A DISGRACEFUL PRESS CAMPAIGN.

Another danger in the path of the Coalition is the attitude of a section of the Press. It is one that will have to be dealt with rigorously and promptly, and in dealing with it the Government will have the moral support of the country. While avoiding the appearance of attaching too much importance to the influence of certain sensational papers, it is quite within the mark to say that their hostility contributed in no small measure to the break up of the Liberal Cabinet. The sniping of individual Ministers began last Autumn and continued relentlessly. There was a malice and persistence in the attacks which indicated something more than random bogotten of political feeling. Mr. Asquith, Lord Haldane, Mr. Churchill, and Mr. McKenna—to mention only some—were pursued with sleepless hate—a bitterness altogether unprecedented in the journalistic experience of the oldest hand in Fleet Street.

The Press campaign culminated in an attack on Lord Kitchener which took the form of a particularly venomous leading article in the *Daily Mail* of Friday, May 21st. Hitherto the War Minister had been spared, but the apostles of vulgar sensationalism, having contributed to the fall of the Liberal Government, thought the time opportune to select a fresh victim, and with inconceivable imbecility they fastened upon the official head of the Army. Within 24 hours they discovered their mistake. They are learning daily ever since how fatuous was their idea that the country would help them to get rid of the organisers of the new armies as soon as they said word that he must go. The public did nothing while the Ministers I have mentioned were assailed, but as soon as Lord Kitchener was attacked there was an immediate shout of "Hands off." The *Daily Mail* was burned with contumely on the floor of the London Stock Exchange, an example followed by most of the leading Trade Exchanges in the Provinces; while both that journal and the other principal papers of the Northcliffe Press—*The Times* (how are the mighty fallen!)—*The Evening News* and the *Weekly Express*—have been excluded from public libraries and reading-rooms all over the Kingdom.

The story of the sniping of various Ministers—who, of course were unable to reply—is too long to relate here and now. It is one of the most disgraceful episodes in the history of British journalism. With the political party truce in force—its evidence of the

desperate gravity of the national position—certain papers proved themselves base enough to forget their patriotic duty and play the man game. I will refer only to the attack on Lord Kitchener. The whole history of this is told by Mr. A. G. Gardiner, editor of the *Daily News*, the principal organ of the late Liberal Government. It illustrates the personal motives and unscrupulous character of the vendetta generally.

Briefly, the facts are that, as all the world knows, Lord Northcliffe in *The Times* and its hapless relatives stamped the Government into appointing Lord Kitchener Secretary for War last August. A proposal that Lord Haldane, the creator of the Territorials, should go to the War Office was denounced. All London flamed with placards headed "The Haldane Scandal." In the end Lord Northcliffe had his way. The Government yielded, and Lord Kitchener was appointed. In this manner, as Mr. Gardiner points out, "Lord Northcliffe won his first great victory in the war. He had made his nominee head of the War Office and he now looked for his reward. He was Caesar's Caesar. But he had mistaken Lord Kitchener. That distinguished soldier, like Mr. Asquith, is not a gentleman who cultivates the Press or politicians. He would give him no special privileges for his newspapers, he brought down his hand very heavily on the disgraced 'Would to God' message of *The Times*; above all, he refused to declare for Conscription. Now Lord Northcliffe's second object in the war was Conscription. When he was asked to support some recruiting scheme his reply was 'I will not lift a finger for two reasons because of the way the Government have treated my papers and because I want Conscription.' But Conscription did not come and the chief obstacle to it was the man he had put in power. Such ingratitude could not be tolerated."

Then came the famous message from the front from the Military Correspondent of *The Times* asserting that in a certain engagement victory was not attained and the men died in heaps because of the lack of explosive shells. Lord Northcliffe's Press seized upon this and flooded with the placard "Lord Kitchener's Tragic Blunder" and the *Daily Mail* article, already mentioned, which roused the Stock Exchange to give the public a lead. The campaign is still going on with the lack of shells as the pretext, although the muttering has been of the personal element. Even the "Napoleon of Journalism," as the head of the Northcliffe Press is pleased to consider himself, must have visions of a journalistic Waterloo. He has had a warning, which he is not the man to disregard, that the British public is no use for a Press Dictatorship either at Carmelite House or Printing House Square.

If this sort of thing were to be permitted with impunity no public personage would be safe. The future of the Coalition Government would be precarious, if not rendered altogether impossible. It is therefore reassuring to read this morning an announcement issued by the Press Bureau that the Director of Public Prosecutions shall in future proceed against newspapers which publish matter that "might assist the enemy or interfere with the successful prosecution of the war." Some such measure has been made necessary by the reaction of irresponsible papers interpreting the meaning of the old and hard-won liberty of the Press as unbridled licence. Apart from the harm which newspaper vendettas against public men do at home, the encouragement which they give to the enemy may be estimated by the simple fact that articles in *The Times* and *Daily Mail* attacking Lord Kitchener have been translated by the German Government for circulation in neutral countries. It is enough to cause the dead-and-gone members of the Walter family, who made *The Times* a great national journal, rise from their graves.

H.B.

EIGHT MILLION MEN OF MILITARY AGE.

NEARLY HALF OF THEM UNMARRIED.

An analysis of the latest census returns shows that there are about 8,100,000 men in the United Kingdom between the ages of eighteen and forty.

This total is made up as follows:

ENGLAND AND WALES.			
Age.	No.	Age.	No.
18	332,810	31	259,983
19	322,894	32	280,370
20	308,328	33	258,478
21	304,131	34	287,007
22	296,288	35	266,475
23	297,073	36	282,107
24	296,840	37	235,490
25	293,303	38	262,213
26	295,846	39	234,517
27	293,389	40	262,690
28	297,058		
29	284,187		
30	310,023	Total	6,713,938

SCOTLAND.			
Age.	No.	Age.	No.
18	47,956	30-34	176,206
19	44,803	35-39	157,582
20-24	201,771		
25-29	182,922	Total	603,434

IRELAND.			
Age.	No.	Age.	No.
18	43,825	30-34	152,188
19	42,731	35-39	145,740
20-24	191,218		
25-29	159,995	Total	735,707

The figures relating to men of forty in Scotland and Ireland are not given separately, but reached about 100,000.

Of the 6,513,938 men of military age in England and Wales, 2,234,776 are unmarried.

£1,000 A YEAR FOR MINISTERING TO SIX.

One of the "fat" livings in the City of London, that of St. Alphege's, London Wall, has just become vacant by the death of the Rev. Prebendary J. Glendinning Nash. The St. Alphege living is worth £980 a year. There are practically no parishioners, and the congregation averages six.

More than one attempt has been made to amalgamate this church with some other City living, and so use £980 per annum for a better purpose, but on those occasions the then Bishop of London did not proceed with the suggestion. Now another opportunity is offered to the prelate, who could utilise the money by increasing the incomes of livings in more populous and poor districts of London.

THE ROLL OF HONOUR.

FAR EASTERN MEN.

The following are among the names in the latest casualty lists received:

HILLER, 2nd Lieut. Alan Menzies, aged 20, only son of Mr. H. King Hiller, late Engineer to the Shanghai Gas Co. Killed in the battle of Festubert on Sunday, May 16th.

BELL, Lieut. Quentin D., 2nd Battalion Gordon Highlanders, oldest son of Mr. D. W. Bell, of Shanghai, aged 21. Killed in action at Kloon Zilleboko, near Ypres, October 31st, 1914.

MAY, Percy Beauchamp, 16th Battalion Canadian Seaforth Highlanders, youngest son of the late Mr. F. Novill May, of the Chinese Maritime Customs. Killed in action at Ypres about May 2nd.

WILLIAMS, Captain W. H., 3rd East Surrey Regiment, attached to 2nd Bedford Regiment. Well known in Korea, where he was formerly a mining engineer. He married the daughter of Mr. Arthur Brent, one of the oldest residents of Japan now living.

WOOLLEY, The name of Lieut. G. R. P. Woolley, of the 2nd Yorkshire Regiment (son of Mr. F. Woolley, manager of the Kowloon Dispensary), appears in a casualty list published at the end of May as "wounded and missing."

SHANGHAI MEN AT THE FRONT.

VOLUNTEERS FROM THE S.M.P.

A correspondent sends the *N.C. Daily News* details about the following members of the Shanghai Municipal Police:

Mr. W. J. Russell is a Lieut.-Colonel in the Army Ordnance Corps.

Mr. J. F. Gabbut is a trooper in King Edward's Horse and has left England for the front.

Mr. F. Reuter is a sergeant in a machine-gun section of the 10th Yorkshire and is highly spoken of by his platoon commander.

Mr. B. Hardman, of Messrs. Lowe, Bingham & Matthews, has been given a commission in the 3rd Cameron Highlanders.

Mr. C. Davis Jackson, of the Chinese Customs, has received a commission in the 3rd Norfolk.

Mr. J. E. Needham is Senior Captain in the 14th (Service) Batt. West Yorkshire Regiment under command at Penzance. He states that the four Captains in the Battalion come respectively from China, Fiji, India and South America. The Battalion expects to move to Lichfield shortly.

The following is a complete list of former members of the Customs Company, S.V.C., who have gone to the war:

Lieut. Sweeting, 2nd Lieut. Hayley, Lieut. Bruce and Hey (killed); and Messrs. A. P. A. Bouin, A. C. E. Brand, Brez, Castle, H. Chenery, Clouac, Connor, G. Copley, Corbett, Corri, Destelan (wounded), Evans (wounded), Fife, H. A. O. Francis, E. M. E. Gallo, Garros, Gilbert, M. F. Huber (wounded), P. P. M. Krenner, H. P. Leaver, E. G. Leitch, L. Longman, H. Mackinnon, McCutcheon (2nd Lieut. First Fusiliers), Meggs, Milton (2nd Lieut. Third Bedfordshire), H. D. O'Kell (Interpreter), G. E. M. Olive, A. Ratcliffe (wounded), G. A. Robertson, J. A. A. Scott, E. Stevens, Trotman, Turner.

The following former members of the Indoor staff of the Chinese Customs have also gone to the war: Messrs. R. Campbell, Clutterbuck, G. K. H. Lench, H. Lowder (London Scottish), Mansel-Pleydell, A. L. M. C. Pielon (Military chauffeur), Richard (2nd Dragoons, 10th French Army), W. E. Weatherall (2nd Lieut. Royal Field Artillery).

THE HONGKONG VOLUNTEERS.

OCCUPY ORDERS BY LIEUT.-COL. A. CHATMAN, V.D.

JOINED.

1. Private A. O. Leith joined the Corps on 6th inst., allotted Corps No. 1868 and posted to Scouts Company (No. 3 Section).

PARADES.

2. Parades for Wednesday, 7th inst. 7.00 a.m. Signalling Section—Signalling Instruction at Headquarters. Remainder: nil.

DETAILS.

3. Gun Club Hill, Kowloon: On duty until 10th inst. at H.K.V.R. Detention Camp, Kowloon: On duty until 10th inst. at H.K.V.R.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

PARADES—(CENTRAL POLICE STATION).

Wednesday, July 7th—Nos. 1 and 2 Chinese Platoons.

Thursday, July 8th—Nos. 3 and 4 Portuguese Platoons.

RECRUITS.

Until otherwise ordered, all recruits of the No. 1 British, the Portuguese and Indian Platoons will parade every Wednesday at 5.30 p.m. at the Central Police Station under Crown Sergeant C. M. S. Alves. This parade is not optional. Commanders of the Platoons concerned will at once send to Sergt. Alves the names of their recruits and warn them to attend.

Also, until otherwise ordered, all recruits of the Chinese Company, and men of the Chinese Platoons who are backward in their drill, will parade on Mondays and Fridays of each week, at 5.30 p.m. at the Central Police Station under Crown-Sergeants Mow Fung and M. Wong. Commanders of Chinese and Indian Platoons will send to Crown-Sergeant Mow Fung names of their men who require extra drill, and will warn them to attend.

COMBINED PARADE.

His Excellency General Kelly will inspect the Police Reserve during the week commencing July 12th. All members will therefore attend a Combined Parade at the Central Police Station on Friday next, July 9th, at 5.30 p.m. Uniform must be worn by all.

Leave of absence from this Parade and from the inspection must be obtained in writing from the Chief Inspector only. Any other parade ordered for July 9th is hereby cancelled.

(Sgt.) F. C. JENKIN, D. S. P. (Reserve).

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR

GOLF.

SPALDING'S "GOLD MEDAL"

CLUBS.

DRIVERS AND BRASSIES

PRICE \$5.50 EACH.

IRONS

PRICE \$4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

DRIVERS AND BRASSIES

PRICE \$4.00 EACH.

IRONS

PRICE \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS.

PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

GOLF BALLS. CADDY BAGS. CLOCK GOLF

GOLF PAINT. TEES. CAPTIVE GOLF. ETC.

JUST ARRIVED: NEW CONSIGNMENT OF

SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & CO.

[22]

WE

'ARE OFFERING FOR ONE MONTH ONLY

A SPECIAL LINE

IN

DRAB LINEN,

COAT AND TROUSERS \$7.50.

GROSE & CO., LTD.,

TAILORS,

29, DES VŒUX ROAD,

HONGKONG.

LONDON CUTTEE.

Hongkong, 14th June, 1915.

[662]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering Iron and Wood Work.

GRAVING DOCK—787' by 86' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address—"TAIKOO DOCK"

[30]

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"KASHGAR."
 Arrived Hongkong, on 6th July, 1915.
 From BOMBAY, COLOMBO AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
 This vessel brings on Cargo—
 From London, &c., ex "Malwa,"
 From Persian Gulf, &c., ex "B. I. S. N." and "B. & P. S. N. Co.'s Steamers."
 Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
 Goods not cleared within 8 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by us in any case whatever.
 Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 19 A. & C. MORGAN'S and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
K. A. HEWETT,
 Superintendent.
 Hongkong 6th July 1915. [1]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. RICHARD NICKOLAS, ONLY retired from our Firm on the 30th June, 1915. As from such date our Business will be carried on by the only remaining Partners **FREDERICK BROUGHAM MARSHALL** and **WILLIAM WILSON.**
TAIT & CO.
 Amoy, 1st July, 1915. [719]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
 6% FIRST MORTGAGE DEBENTURES (RAILWAY BONDS.)

PAYMENT OF THE HALF-YEARLY INTEREST due on 1st July, 1915, will be made on presentation of Coupon No. 8 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANKING CORPORATION, Tientsin, Shanghai or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, Hongkong, Tientsin & Shanghai only.
RUSSO-ASIATIC BANK, Hongkong only.
BANQUE DE L'INDO-CHINE, Hongkong only.
YOKOHAMA SPECIE BANK, LTD., Tientsin & Shanghai only.
BANQUE COMMERCIALE POUR L'ETRA-NGER, Hongkong only.

The Interest less Income Tax at 2s. and 6d. in the £ will be—

ON £20 BONDS.	£ s. d.
Per Coupon (Gross)	12 0 0
Less Tax at 2/6d. in the £	1 6 0
Net amount payable	10 6 0

ON £100 BONDS.	£ s. d.
Per Coupon (Gross)	3 0 0
Less Tax at 2/6d. in the £	7 6 0
Net amount payable	22 12 6

ON £500 BONDS.	£ s. d.
Per Coupon (Gross)	15 0 0
Less Tax at 2/6d. in the £	1 17 6
Net amount payable	13 9 6

Payment will be made in Tels at the Demand. Barring rate of exchange of the day the Coupon is presented.
 By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
 General Manager.
 Hongkong, 1st July, 1915. [721]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that at an EXTRAORDINARY GENERAL MEETING of Members to be held on MONDAY, 12th July, at 12 Noon, in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING, the following Resolutions will be proposed and if carried by a majority of those present and entitled to vote will take effect—

1. That in the opinion of this Extraordinary General Meeting of the Chamber, it is inconsistent with the purposes for which the Chamber was formed and exists, and inconsistent with the obligations of the Chamber towards the Government, and inconsistent with the interests of the Chamber as a whole, that any Member who is the subject of a nation between which and Great Britain a state of war exists should continue to be a Member.

2. That accordingly the Rules be altered by the addition of the following new Rule to be numbered XXV, viz.:

"Any Member who is the subject of a nation between which and Great Britain a state of war exists shall ipso facto cease to be a Member."

By Order,
A. B. LOWE,
 Acting Secretary.
 Hongkong, 30th June, 1915. [722]

A SNOWBALL BAG SALE.

IN AID OF THE BELGIANS IN ENGLAND AND IN BELGIUM, will be held in THE GROUNDS OF GOVERNMENT HOUSE, FRIDAY, JULY 9th, FROM 4-7 P.M.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR and Lady MAY, H.E. Major General KELLY, C.B., and Mrs. KELLY, His Honour Sir WILLIAM REES DAVIES and Lady DAVIES, The Commodore and Mrs. ANSTRETH.

By kind permission of Col. WATSON and the Officers, the Band of the 74th Punjab will play during the afternoon.

Entrance from Lower Albert Road. Admission 50 Cents. Tea 40 Cents. Hongkong, 26th June, 1915.

INTIMATIONS

NOTICE.

WE beg to say that our late father, **YU HAK MING, alias YU TAK SING, alias YU TSUN SHAU,** a native of Ping Yuen district, Kwong Tung, who was poor when young, and who proceeded to Ipoh, Perak, and Seremban, in the Straits Settlements, to work mines for many years, succeeded in obtaining a large sum of money, which was sent back to his native country and invested in real estate, i.e. over Sixty Houses for Shops in Swatow and Mui Yuen district, and over Twenty Houses, Shops and Schools, together with over Three Thousand Mow of Agricultural Land. These properties were all registered in the Magistrate's Yamen of Ching Hei Mui-yuen and Ping-yuen, title deeds being held for them and tax regularly paid in respect of them. Unfortunately, our late father died on the 3rd day of the Eleventh Moon last year in his native country, Ping-yuen district. There are seventeen sons of the deceased and each of us is entitled to a share of the said property. The first son, named YU HON, died some time previously and left two sons named YU HAN and YU YAN; the second son was named YU YUEN LEUNG alias YU KOT FANG; the third YU YUEN KAI, alias YU FUK NGAM; the fourth YU YUEN NGO, alias YU YAM SAM; the fifth YU YUEN KAI, alias SHIN CHAI; the sixth YU YUEN WAH; the seventh YU YUEN FOK, alias YU KAI MUI; the eighth YU YUEN CHOW, alias YU CHIN PING; the ninth YU YUEN SU, alias LOU CHAI; the tenth YU YUEN HING, alias YU MUI; the eleventh YU YUEN CHING, alias YU SUN TING; the twelfth YU YUEN TOI; the thirteenth YU YUEN YUEN; the fourteenth YU YUEN KWAI; the fifteenth YU YUEN WONG; the sixteenth YU YUEN CHENG; the seventeenth YU YUEN MING; and there are also six or seven grandsons.

As we have so many near relations, it is feared that among them there may be one or two who might secretly contract debts. All we brothers, therefore, had a meeting and decided that no one be allowed secretly to sell or mortgage the said property. We therefore beg to announce publicly, as we fear that our distant relatives or friends are ignorant of the fact, that the said property cannot be mortgaged or employed as security for obtaining loans of money secretly, and if any of our brothers should have secured any loan on such security the creditors should demand the repayment of it from the one who is responsible for it, otherwise we will not be held responsible for any debt contracted.

Signed:—YU YUEN NGO, YU YUEN LEUNG, YU YUEN KAI, YU YUEN KO, YU YUEN CHOW, YU YUEN WAH, YU YUEN SU, YU YUEN TOI, YU YUEN HING, YU YUEN CHING, YU YUEN YUEN, YU YUEN KWAI, YU YUEN WONG, YU YUEN CHENG, YU YUEN MING.
 4th June, 4th Republican Year.
 Hongkong, 24th June, 1915. [680]

CLEARANCE SALE OF LAMPSHADES.

30 per cent discount for CASH.

KOMOR & KOMOR'S

ALEXANDRA BUILDINGS, Des Vaux Road
 Hongkong, 8th June, 1915. [646]

IF YOU SHAVE WITH A SAFETY RAZOR SAVE YOUR OLD BLADES.

75 Cts. We can re-sharpen them and make them per re-sharpen them and make them like new.
 Dozen.
WE SHARPEN EVERYTHING.
CAMPBELL, MOORE & Co., Ltd.
 Hongkong, 24th June, 1915. [667]

WANTED.

IN September, a FURNISHED or UN-FURNISHED HOUSE, on the PEAK, for a year or longer.
 Apply to—
F. C. JENKIN,
 Princes' Buildings.
 Hongkong, 6th July, 1915. [730]

TO LET.

From 1st March.
GODOWN, No. 6, Duddell Street.
 Apply—
A. B. AVASIA,
 Care of B. PABANY,
 No. 1, Duddell Street.
 Hongkong, 2nd February, 1915. [644]

TO LET.

NO. 4, "FAIRVIEW," Nathan Road
 Kowloon, in Duddell Street.
"ROSEBATH," 2, Hanover Rd. Kowloon.
 No. 6, BELLIOS TERRACE.
 No. 25, BELLIOS TERRACE, with entrance on Conduit Road.
 No. 27, BELLIOS TERRACE, with entrance in Conduit Road. In very good order.
 ONE GODOWN, No. 8, Burrows Street, Wanchai.
 TWO GODOWNS, in Duddell Street.
 ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).
"WOODBURY," No. 4, Hankow Road, Kowloon.
 No. 1, CAMERON VILLAS, No. 51, THE PEAK, FURNISHED. Immediate possession.
 3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.
"WESTWARD HO," Bonham Road.
**"MERTON," No. 6, THE PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
 No. 4, DES VOUX VILLAS, 51, PEAK (Unfurnished).
 No. 50, THE PEAK (CAMERON VILLAS).
 Apply to—**LINSTEAD & DAVIS,**
 3rd Floor, Alexandra Buildings.
 Hongkong, 2nd July, 1915. [63]**

TO LET.

HOUSE in Kowloon.
 Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 1st March, 1915. [45]

TO LET.

THE GROUND FLOOR of No. 6, DES VOUX ROAD CENTRAL, occupied by Madame Galia, etc.
 Apply to—
DAVID SASSOON & Co., Ltd.
 Hongkong, 10th February, 1915. [272]

QUEEN'S BUILDING.

TWO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Lee House Street.
 Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 1st March, 1915. [135]

HOUSES TO LET

NOTICE.

TO LET—A HOUSE at Observatory Villas, Kowloon.
 Apply to—
ARRATON V. APOAR & Co.
 Hongkong, 6th July, 1915. [723]

TO LET.
NO. 4, WONG-NEI-CHONG ROAD
 near the Happy Retreat.
 Apply to—
THE FLAISETTY MANTLE CO.,
 113, Des Vaux Road Central.
 Hongkong, 1st July, 1915. [720]

TO LET.
OFFICE in Hotel Mansions.
 Apply to—
HENRY HUMPHREYS,
 Alexandra Buildings.
 Hongkong, 30th June, 1915. [717]

TO LET.
HOUSE, No. 4, LYEMUN VILLAS, Kowloon.
 Apply to—
SPANISH DOMINICAN PROCUROTOR.
 Hongkong, 30th June, 1915. [601]

TO BE LET.
WHOLE or PART SHOP in Chater Road.
 Apply—
CLARK & Co.,
 Opticians.
 Hongkong, 29th June, 1915. [706]

TO LET.
"HOMEVILLE," No. 153, Wanchai Road, 10-Roomed House, with Small Garden. Splendid View of the Harbour.
TWO GODOWNS at Wanchai, Nos. 6 and 8, Cross Lane (formerly occupied by Meyerink & Co.).
 Apply—
D. H.,
 Care of "Daily Press" Office.
 Hongkong, 14th June, 1915. [661]

TO LET.
FURNISHED, including a splendid Piano, "FAIRVIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.
 Apply to—
DAVID SASSOON & Co., Ltd.
 Hongkong, 1st June, 1915. [616]

TO LET.
2ND FLOOR, No. 1, DUDDELL STREET, for Office or Dwelling.
 Apply within.
 Hongkong, 1st June, 1915. [616]

TO LET.
FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession on or about 15th August next, English Baths and Kitchen, ranges, Hot and Cold Water, Electric Light, First Class Modern Appliances throughout, including Water Carriage System.
"PENTHELEW," Minden Row, Kowloon, 6-Roomed House with Tennis Courts.
2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Courts.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
 Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
 Alexandra Buildings.
 Hongkong, 4th June, 1915. [580]

TO LET.
HOUSES in OLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
68, THE PEAK, "THE RETREAT."
21, WONG-NEI-CHONG ROAD, GODOWNS, New Prince Kennedy Town, GODOWNS, at Wanchai Road.
 Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 1st April, 1915. [38]

TO LET.
OFFICES in St. George's Building, Second Floor, overlooking Harbour immediate possession.
 Apply to—
SHEWAN, TOMES & Co.
 Hongkong, 3rd December, 1914. [39]

TO LET.
HOUSE in Kowloon.
 Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 1st March, 1915. [45]

TO LET.
HOUSE in Kowloon.
 Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 1st March, 1915. [45]

TO LET.
HOUSE in Kowloon.
 Apply—
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The Daily Press.

HONGKONG, JULY 7th, 1915.

THE SILENT VIGIL.

ALMOST daily we publish accounts, some detailed, others terse yet conveying much, of glorious deeds performed on the field of battle, with here and there a vivid description of instances of individual bravery which make us proud of the land of our birth. But there are countless heroes of whom the world never hears, and it is well to be reminded now and then of what we owe to the powerful force which, of necessity, is working unostentatiously behind a veil, and cannot give to the world all those stirring accounts of bravery and self-sacrifice silently performed. For this same silent worker in a great and tragic world-drama has been the means of producing the first real and genuine squeal, so to speak, from a remorseless and relentless enemy who has at last felt the gradually tightening grip of Britain's naval strength—and has endeavoured to extricate himself by disingenuous appeals to the emotions of countries which remain spectators of the great struggle. What would have happened had the admittedly great and powerful German Navy been allowed to steal away from the Kiel Canal in anything like a combination when war was declared, we can but base a conjecture on what has transpired on land where the German arms have propagated their blood-and-iron gospel. The war with all its attendant glories and horrors has now been in progress for close upon twelve months, and Germany's sea power, beyond the submarining of non-combatant vessels in that cold-blooded manner and with that primitive savagery which would have done credit to those old-time corsairs which flew the skull and cross-bones, and the bombardment of defenceless towns, is still confined to the vicinity of the Kiel Canal; so far as the actual war with Great Britain is concerned. And away upon the horizon in the North Sea are the misty outlines of big war vessels—they have been there since August last—

keeping a stern and constant vigil day and night. But twice has the cooped-up foe been able to raise sufficient courage to risk a combat with those sinister watch-dogs. The result of those two stealthy movements was such that the marooned navy hesitates to indulge in similar adventures. The North Sea has an area of 200,000 square miles, or four times that of England, and when a long line of 700 miles has to be guarded there must be gaps through which an alert antagonist might slip. This has happened twice—in November when a squadron of German battle cruisers and armoured cruisers raided Yarmouth, and again in December when the open towns of Hartlepool, Scarborough and Whitby, in the customary Teuton defiance, or cowardly disregard, of all the laws of war were bombed, and a large number of women, children and other non-combatants were killed or injured. British strategy had then made provision against serious military attacks promising the enemy valuable results, but not against mere piracy and murder; the British strategists were undoubtedly too British when they credited Germany with humanity and fair-mindedness in war. There was one more "attempt," when the *Blucher* steamed at the head of a squadron in another endeavour to use guns on more open towns, presumably. Upon realising that he was observed, the enemy promptly turned tail and made a dash for safety in his fortified harbours. The *Blucher*, however, was sunk and several other of the runaways were so badly treated that no such raid has since been attempted; and that long, lone vigil of the British Fleet is being maintained, and England is preserved from those horrors which have laid waste the fair land of Belgium. The men who are watching and waiting out on that lonely North Sea are the obscure heroes of the war. We know, of course, that in the same manner as brief spells of relief have been devised for the men fighting in France—with the assistance of those sentinels of the North Sea—so also has a system of reliefs been arranged for the naval men who are taking part in this momentous vigil. But apart from these brief respites, their part in the war is most trying and nerve-racking—waiting and watching for a foe who though showing no marked predilections for a fight, yet, given the opportunity which the least slackening in that vigil affords, will strike and strike hard, even though it be only at defenceless towns. Not only has our Navy operating in this manner in the North Sea been able to make the German Navy impotent so far as actual participation goes, but it is slowly achieving the other object of this night and day watching and waiting—the gradual economic strangulation of Germany, which must prove a factor of the greatest value in determining the duration of the war. Some day, perhaps, we shall learn that the German Fleet has emerged from its fortified place of seclusion, but that event would almost seem to have been definitely reserved for the final act of the great drama, in which, possibly, we may see the Kaiser himself courting a highly dramatic end by leading the Fleet, as the last remaining symbol of his shattered power, to its final and complete destruction.

A mail for Europe via Siberia closes to-morrow at 3 p.m.

It is officially estimated that the production of hemp in the Philippines this year will amount to 1,030,000 bales.

Sir Charles Eliot, Principal of Hongkong University, who is visiting Shanghai, went on a trip to Ningpo last week.

Captain J. B. Miller, formerly connected with the Coast and Geodetic Survey in the Philippines, lost his life in the *Lusitania* disaster.

Two 14-inch guns were expected at Manila last week. They are to be installed on Carabao Island for the defence of Manila harbour.

Engineer Lieutenant F. W. James, R.N.R., who was serving on H.M.S. *Triumph* when the ship was torpedoed, returned to the Colony yesterday by the P. and O. mail *Kashgar*.

Before Mr. Lindsell at the Magistracy yesterday, the proprietor of a poultry stall was charged with failing to provide two crates, containing chickens, with troughs of water. He was fined \$5. Mr. Shenton appeared for the defendant.

At the Magistracy yesterday, nine Portuguese, five men and four women, were charged with gambling in a house in Shelley Street, the game being "monte." No evidence was taken, and the case was remanded.

It is announced that the Band of the 74th Punjab will play at the North Point Beach to-night from 9 till 11 o'clock.

The picnic in connection with St. Peter's Church, which was postponed last Saturday, will be held on Saturday next July 10th, leaving Blake Pier at 3 p.m.

Several Chinese opium runners appeared at the Magistracy yesterday. One was fined \$200 or two months' hard labour for having 53 taels in his possession, another \$200 for being in possession of 50 taels, and a third \$50 for attempting to take opium out of the Colony.

The Governor-General of the Philippine Islands last week pinned the bronze medal of honour on the breast of Patrolman Martin Hunt. The medal was awarded for "distinguished conduct in the presence of the enemy at the Battle of Pekin, June 20th to July 16th, 1900." Fifteen years seems a very long time for a man to wait for his reward.

The new Hongkong and Shanghai Bank at Kuala Lumpur was opened on the 20th ult. in the presence of a record gathering, including Sir Edward Broekman, K.C.M.G., and Lady Broekman, the Hon. Mr. E. G. Broadrick, Resident of Selangor, and leading Government officials and commercial residents, with a large number of ladies. The State Band was in attendance.</

THE WAR.

THE KAISER'S PROPHECY.

WAR OVER IN OCTOBER.

GOOD WORK IN GALLIOLI.

MAGNIFICENT BRITISH ADVANCES.

TERRIBLE GERMAN LOSSES IN FRANCE.

THE BALTIC BATTLE.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

SPLENDID WORK IN GALLIOLI.

TWENTY THOUSAND TURKISH CASUALTIES IN A WEEK.

LONDON, July 6th.

General Sir Ian Hamilton, Commander-in-Chief of the Forces in Gallipoli, in a report describes events following on the recent big advance at Saghidero.

The Turks attempted to counter-attack in the small hours of June 25th but were repulsed by our artillery and rifle fire and the guns of H.M.S. *Scorpion*. It is estimated that the Turks in a nullah ravine in the region of Krithia left some 2,000 dead.

The Turks at night time attacked with bombs the most northerly trench held by the Gurkhas and wounded an officer. This infuriated the Gurkhas that they rushed towards the enemy and used their kukris for the first time with excellent effect.

The Australians on the 29th and 30th June were heavily engaged by counter-attacks till the enemy were completely broken. Prisoners affirm that the attack was personally ordered by Enver Pasha against previous stringent orders to act on the defensive.

The Turks on the 2nd inst. after heavy bombardments, again attempted attacks in the region of Saghidero, but the deadly field-gun and rifle fire, especially of the Gurkhas, and the accurate shooting of the *Scorpion*, made the enemy retreat in disorder despite the exhortations of the officers.

Everywhere before the British lines there are masses of Turkish dead. General Sir Ian Hamilton estimates the Turkish casualties from the 25th June to the 2nd July at 5,105 killed and 15,000 wounded.

The British have already collected 516 rifles, 128,400 rounds of ammunition, 100 bombs, equipment, etc.

AT THE DARDANELLES.

A MAGNIFICENT BOMBARDMENT.

LONDON, July 6th.

A despatch from Reuter's special correspondent at the Dardanelles recounting the battle on June 28th describes the extraordinary character of the terrain over which the fight took place.

Following almost a line with the sea coast is a long deep ravine which the army calls "the nullah." The river Saghidero flows through the bottom. Between the nullah and the coast, which here ends in a sheer cliff 400 feet high, is a narrow plateau. The British trenches began on the seaward edge of this, being faced closely by the Turkish trenches, and then traversed the plateau and dipped into the nullah, thence right across the Peninsula. The British artillery hammered the nullah with the biggest bombardment which the Turks have yet known. The quantity and weight of the heavy guns must have surprised the enemy, while the warships also plastered the Turkish positions. It was magnificent to see the huge bursts of smoke and dust leaping up in an even line following the course of the enemy trenches, the gunners showing deadly precision.

[THROUGH REUTER'S AGENCY.]

The most spectacular moment was when the British advanced along the open ground. Over the lines of trenches already captured they took two lines beyond. The sun was shining on the British bayonets, and the men were advancing magnificently as if no enemy was near. The enemy was got fairly on the run, and they could be seen from the ships hurriedly retreating. The work of the afternoon consisted mostly of repulsing enemy counter-attacks. The Turkish artillery was active, but it was outmatched by the British, the latter moving its range as the infantry advanced, and kept a line of shells bursting over the enemy's receding front all day.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TERRIBLE GERMAN LOSSES.

FRENCH SUCCESSES IN ARRAS.

PARIS, July 5th.
5.10 p.m.

The Germans are suffering terribly in the battle of Arras. Yesterday they launched two violent artillery preparations for the first infantry attack, which was stifled at birth. The other, which was against our positions before Souchez, was completely defeated. The Germans left their trenches several times armed with grenades and petards, but they were forced to fall back, leaving many corpses. The enemy attack on the Labyrinth was immediately stopped by our fire.

The Germans assumed the offensive yesterday afternoon and last evening in the region of Pontamousson, from Feyenhaye to Moselle, over a front of five metres. The enemy got a footing, after an extremely violent bombardment, in their old lines previously captured by us along a kilometre in the west part of Bois-de-Prete, yet despite the terrific nature of the attack they were unable to get beyond these lines. A German attack on the height of Rieupr was defeated with very heavy losses.

A CALM.

PARIS, July 6th.
1.15 a.m.

The evening communiqué states that it is relatively quiet on the whole front. There has been no infantry action, and the only thing noteworthy was the particular activity of the enemy's artillery between the Meuse and Moselle.

Le Prete wood was especially bombarded by heavy guns.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

ENEMY AIRCRAFT AT HARWICH.

REPLY TO GERMAN COMMUNIQUE.

LONDON, July 6th.

The Admiralty, in reference to the German communiqué which stated that aircraft had bombed the fort at Harwich, say that the facts of the incident, which are otherwise hardly worth notice, are that two German aeroplanes appeared at Harwich on the forenoon of the 3rd inst. Our aircraft drove them off, and the Germans then dropped bombs into the sea and escaped.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE BALTIC BATTLE.

GERMANS PUT TO FLIGHT.

PETROGRAD, July 6th.

The fight ending in the stranding of the minelayer cruiser of the *Albatross* class began at eight in the morning of the 1st inst., and the fog was so dense that sometimes the opposing ships were swallowed up in the darkness.

The Russian ships *Rurik*, *Makarov*, *Bogoyavl*, *Bayan* and *Oleg* were returning from the southern Baltic when they met and attacked a light cruiser of the *Augsburg* class, the *Albatross*, and three destroyers. The *Augsburg*, which was early in action, fled to the cover of the fog. The destroyers belched smoke, interposing a curtain between the Russian ships and the *Albatross*, while they fruitlessly tried to torpedo the Russian vessels.

Eventually the *Albatross*, with her foremast gone, listing and vomiting clouds of steam, ran with all speed ashore on Gotland. The Russians ceased fire when the *Albatross* entered Swedish waters, and continued on their course.

The smoke from many funnels was sighted at ten o'clock, and the *Roon*, *Augsburg* and four destroyers came up and were attacked by the Russians. The German ships fled southward in half an hour, and the submarines which were accompanying the enemy ships unsuccessfully attacked the Russians.

The *Rurik*, which was at the rear, was ordered to attack, and engaged two cruisers of the *Roon* and *Bremen* classes. The latter apparently had just arrived, and the *Augsburg*, which was damaged in the previous action, kept at a respectful distance. The *Roon's* eight-inch guns were successfully silenced by the *Rurik's* salvoes, and was also afire. The Germans fled and disappeared in the fog pursued by the *Rurik*, which was again unsuccessfully attacked by a submarine. The casualties on all the Russian ships were fourteen men wounded.

Upon approaching the Russian coast the squadron was joined by battleships and flotillas of destroyers, the latter repelling submarines, which were most active, especially against the *Rurik*.

SHELL IN SWEDISH WATERS.

RUSSIA EXPRESSES REGRET.

PETROGRAD, July 6th.

Russia has expressed her regret that a shell during the Baltic battle fell in Swedish waters, and has explained that this must have been due to fog, and also the thick smoke which was produced by the German destroyers which were fitted with special appliances for preventing accuracy of fire. Russia has promised to strictly observe Swedish neutrality, and says that Russian warships were never less than six leagues from the Swedish coast.

SUBMARINE ACTIVITY.

CARGO BOAT SHELLED.

LONDON, July 5th.

The British 3,000-ton cargo boat, the *Anglo-Californian*, has arrived at Queens-town.

She was shelled by a submarine and twelve of the crew were killed, including the Captain, and eight injured.

LATER.

The *Anglo-Californian* was homeward bound.

The Captain made a most daring and skillful escape, but unfortunately he was killed on the bridge by the large shells from the submarine. However, wireless calls had gone out, and brought aid, whereupon the submarine disappeared.

FRENCH LINER SUNK AT THE DARDANELLES.

PARIS, July 5th.

A communiqué states that the French liner *Carthage* has been torpedoed and sunk off Cape Helles, at the entrance to the Dardanelles. Sixty-six persons were rescued and six are missing.

[THROUGH REUTER'S AGENCY.]

GERMAN SUBMARINES ATTACKED BY FRENCH DESTROYERS.

PARIS, July 5th.

French destroyers-bombarded two submarines in the English Channel yesterday. One submarine was struck by several shells before she disappeared.

AUSTRO-ITALIAN FRONT

[THROUGH REUTER'S AGENCY.]

ITALIAN PROGRESS CONTINUED.

ROME, July 6th.

The bombardment of the fortresses of Malborghetto and Predil continues in the most effective manner.

Prisoners were taken on the 4th inst. on the Corisco plateau, where the Italian offensive is developing successfully.

A dirigible bombed and seriously damaged an important railway junction behind the Austrian front, and returned safely despite cannonades.

SEVERE ENEMY COUNTER-ATTACKS.

EVERYWHERE REPULSED.

ROME, July 5th.

A feature of the operations along the entire front has been the successful repulse of the increasingly desperate Austrian counter-attacks. The Italian heavy guns continue to smash Malborghetto, doing especial damage yesterday to Fort Hensel. There have been Austrian counter-attacks, supported by fierce artillery preparation, and a communiqué declares that this is particularly intense in the Carnia region, where it was accompanied by machine gun fire. Then the Austrian infantry endeavoured to retake the positions we had captured, but the counter-attack was defeated with heavy loss. The Italians also took five hundred prisoners, two large guns and quantities of ammunition, and machine-gun material. The Italians throughout, after repulsing the counter-attacks, gained some ground. Prisoners say that the losses from the fire of the Italian guns recently were very heavy.

GENERAL.

[THROUGH REUTER'S AGENCY.]

DUTY OF THE NATION.

ADDRESS BY LORD HALDANE.

LONDON, July 6th.

Lord Haldane gave an address at the National Liberal Club on the duty of the nation in this crisis. A letter was read from Mr. Asquith in which he paid a tribute to Lord Haldane's signal service to the Empire. He, more than any other, was responsible for the army's readiness, and the letter added that Lord Haldane, from the first, had strongly advocated the appointment of Lord Kitchener to the War Office.

Lord Haldane deprecated the pessimistic attitude of a section of the Press. The simple fact was that the Allies had 250,000,000 millions of population to organise against 120,000,000 millions. If the nation had a concentrated purpose to organise itself for war, we should win. This was no time to look for scape-goats. If General Von Donop went he would be irreplaceable. His technical knowledge and sanity of views was unrivalled when he, Lord Haldane, was a member of the Government. There was a committee meeting at the War Office in October, presided over by Lord Kitchener and attended by Mr. Lloyd George, Mr. Churchill, Mr. McKenna and others, at which was considered the urgency of enlarging the supply of munitions. They consulted everybody and placed orders with munition manufacturers which, if executed, would have placed the country in a tremendous position in regard to munitions. But difficulties arose out of the relations of capital and labour which confounded the calculations of the manufacturers, who were unable to comply with the demand. The nation had not then awakened.

[THROUGH REUTER'S AGENCY.]

THE KAISER'S PROPHECY.

WAR OVER BY OCTOBER.

LONDON, July 6th.

It is reported in Paris that a distinguished neutral who has arrived from Berlin says the great event of the past week there has been a speech by the Kaiser at a military ceremony.

The Kaiser, amid the cheers of officers and men, swore that there would be no winter campaign; the war would be over by October.

The speech caused extraordinary excitement in the German capital, as another winter campaign is regarded with veritable anguish.

The neutral visitor adds that Germany, of course, is always methodical in preparing for a winter campaign, but the terror of all classes at such a contingency is greatly in favour of the Entente. Germany will be forced to make a supreme maximum effort before October. Strong though Germany may be, she cannot resist Russia's return to the scene at the end of the summer and Britain's effort which will then have added intensity. The German offensive, therefore, must soon be furious and general on the Western front. Successful resistance by the Allies will have incalculable consequences, since, perhaps, Germany's last effort will thus be broken.

THE NATIONAL REGISTER.

STATEMENT BY MR. ASQUITH.

LONDON, July 6th.

In the House of Commons, Mr. Alden asked Mr. Asquith, the Premier, whether he was able to assure the House, regarding the National Register, that forced labour or conscription were not contemplated.

Mr. Asquith replied that no such change was contemplated, though he was unable to indicate the definite form of the machinery which would be employed to direct the energies of those registered in the right channel. He thought the committee of business organisers would be able to help him in the use of that information. Lord Kitchener thought the Bill would assist him to avoid the difficulties with which he had hitherto been confronted; it would avoid the taking of men who ought not to be recruited. He believed that eighty per cent. of the country was eager to do everything which was asked. The Bill would compel the majority to declare that they were doing nothing. The register would be made locally, but for the information of the Government alone. The Government would resist to the utmost the suggestion to withdraw the Bill. It would cost infinitely less than a census, which was £200,000.

In the course of the debate on the measure, Mr. Mond, Mr. Byles and other Liberal members supported the Bill. Mr. Lambert, the Liberal member for the Cricklade division of Wiltshire, evoked a storm when he said that if the Bill was passed they would have passive resistance in an aggravated form.

There were cries of "Shame" and "Divide," and Mr. Lambert sat down amid an uproar.

Mr. McKenna, in replying to the debate, emphasised that it was merely a census Bill, and was due to the necessity for desertion in recruiting and the non-withdrawal of workmen who were necessary for the public needs.

LATER.

The Register Bill passed its second reading by a majority of 253 over 50. The minority was composed of Labour and Liberal members who feared that the measure foreshadowed conscription.

INDIA'S VOLUNTEER FORCE.

LONDON, July 6th.

In the House of Commons, replying to Mr. Joynson Hicks, Mr. Austen Chamberlain said the Raj had received an application from the Bengal Chambers of Commerce for the appointment of a Commission of Inquiry into the present state of the volunteer force in India, and the matter was still under consideration.

MR. J. P. MORGAN.

NEW YORK, July 6th.

Mr. Morgan is now out of danger.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

STUBBORN FIGHTING.

PETROGRAD, July 6th.

A communiqué states that in the direction of Lublin the enemy, after stubborn fighting on the 4th inst. advanced on a front between the Krasnik river and Vizep. All the German attacks on the 3rd inst. and the morning of the 4th inst. between the rivers Vizep and Bug as far as Soka) were repulsed, we taking hundreds of prisoners.

AMERICAN CABLES.

[FROM THE MANILA CABLENEWS.]

AUSTRO-GERMANS AND VATICAN MAIL.

WASHINGTON, June 29th.

The Italian Embassy has announced that Germany and Austria-Hungary have verbally advised that they will neither receive nor forward mail matter to the Vatican. The reason given is that the mail will be under the surveillance of the Italian Government.

AMERICA'S NAVAL POLICY.

REVISION IN FAVOUR OF SUBMERSIBLES ADVOCATED.

INDIANAPOLIS, June 30th.

Vice President Thomas Marshall was the principal speaker to-day at the convention of the United States War Veterans which is in progress here.

Vice President Marshall discussed the criticisms of Joseph Daniels, the Secretary of the Navy, and declared that at the present time, the United States Navy had reached the highest point in efficiency in its history.

He also declared that the time had come for the revision of the naval policy of this country, in view of the proven efficiency of submarines in the present war. On that account he urged that the building of further Dreadnaughts be stopped and that the money expended for them be used for the building of more submarines.

SAYVILLE WIRELESS STATION.

ALLEGED BREACHES OF NEUTRALITY.

WASHINGTON, July 1st.

The United States Government is considering the seizure of the radio station at Sayville, Long Island, it being alleged that wireless messages of a nature tending to violate the neutrality of America have been sent from there. The specific charges that the Government is now investigating are that orders to German submarines have been relayed from this station.

THE WORLD CINEMATOGRAH THEATRE.

ACTION AT THE SUMMARY COURT.

A question of partnership in a Chinese picture show at West Point rejoicing in the substantial name of the World Cinematograph Theatre, was raised at the Summary Court before Mr. Justice Hazland yesterday, when Ng Fai and others sued Tsun Wan Kai, plaintiff claiming from defendant, as partner in the theatre, the sum of \$334. Mr. Gardiner was for plaintiff and Mr. Otto Kong Sing represented the defendant.

Mr. Gardiner explained that there were other cases which were in a way dependent on the result of that case, in one of which the plaintiff was represented by Mr. Dixon, and Mr. Mason was also concerned. Mr. Gardiner went on to say that about a year ago several Chinese gentlemen conceived the idea of starting a cinematograph theatre at West Point, where it was thought there would be a good demand for seats. At that time certain premises which had been formerly used as a restaurant were vacant, and these belonged to the defendant, who had put up a distrain. The defendant was approached, and as the result of several meetings he agreed to become what he, Mr. Gardiner, would claim to be a partner. The final meeting took the form of a dinner at a West Point restaurant, at which Mr. Prie, who was formerly also interested in the concern, was present. It was then agreed that the rent to be paid to the defendant should be \$230 a month and he was also to receive \$70 a month as being one of the founders. Defendant also agreed to become one of the partners. He was also paid \$200 as "shoe" money and \$600 for the fixtures. These sums really amounted to a share in the theatre; it was to be his original capital in the concern. Eventually the books of the theatre were taken away by a bailiff, and defendant made the request that the money standing in his name in the firm should be shown as being advanced by another person. The manager of the theatre was asked to do this, but he, Mr. Gardiner, would contend that the document drawn up in this connection was a bogus one. There was no doubt on the evidence which would be called that the defendant was a partner in the theatre. He had always interested himself in the working of the theatre, and had also taken his rent out of the profits. The hearing was adjourned.

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WEATHER REPORT.

On the 6th at 10.45 a.m.—Pressure has decreased slightly over N. Japan, and slight to moderate increases are general elsewhere. It is highest over S. Manchuria and relatively low over S. China. The northern depression has moved from the Eastern Sea to S. Japan.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.65 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	S.W. winds, moderate, squally; cloudy, generally, some rain.
Formosa Channel	South winds, moderate.
South coast of China between Hongkong and Lamooka	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

6TH JULY, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind		Weather.
					Direction.	Force.	
Vladivostok	7 a.	29.79	57	79	SE	3	b
Nemuro	6 a.	29.78	57	79	SE	3	b
Hakodate	6 a.	29.77	57	79	NE	3	b
Tokio	6 a.	29.77	57	79	NE	3	b
Kobe	6 a.	29.76	57	79	SE	3	b
Nagasaki	6 a.	29.70	57	79	NNE	3	b
Kagoshima	6 a.	29.66	57	79	WSW	1	b
Osima	6 a.	29.73	57	79	N	1	b
Naha	6 a.	29.77	57	79	NW	1	b
Ishijima	6 a.	29.80	57	79	NW	1	b
Bonin Is.	6 a.	29.73	57	79	WSW	3	b
Choshi	6 a.	29.77	57	79	SE	3	b
Hankow	6 a.	29.76	55	84	S	2	b
Wankow	6 a.	29.76	55	84	S	2	b
Ichang	6 a.	29.76	55	84	S	2	b
Kiukiang	6 a.	29.76	55	84	S	2	b
Changsha	6 a.	29.76	55	84	S	2	b
Shanghai	6 a.	29.70	73	98	ESE	1	o
Gutaifu	6 a.	29.68	73	98	SE	3	o
Sharp Peak	7 a.	29.66	77	87	S	3	b
Amoy	6 a.	29.75	79	91	SW	1	b
Swatow	6 a.	29.75	79	91	SW	1	b
Tsokoku	5 a.	29.69	75	94	N	1	b
Tsoku	5 a.	29.72	75	94	N	1	b
Tsoku	5 a.	29.72	75	94	N	1	b
Koshu	5 a.	29.74	77	91	SSW	1	b
Pescadore	5 a.	29.71	79	91	SE	1	b
Canton	6 a.	29.73	78	95	SE	1	b
Hongkong	6 a.	29.66	84	83	SE	2	b
Gap Rock	6 a.	29.66	84	83	SE	2	b
Macao	6 a.	29.62	79	93	S	2	b
Wuchow	9 a.	29.71	81	87	SE	2	b
Hothow	9 a.	29.71	81	87	SE	2	b
Pakhoi	9 a.	29.71	81	87	SE	2	b
Phu Lien	6 a.	29.66	81	87	SE	2	b
Tomarsu	6 a.	29.71	82	87	SE	2	b
Gap St. James	6 a.	29.81	79	80	SE	3	b
Asper	6 a.	29.79	79	83	SE	3	b
Dagupan	6 a.	29.79	79	83	SE	3	b
Manila	6 a.	29.81	79	83	SE	3	b
Lopang	6 a.	29.81	77	92	SE	3	b
Taoelan	6 a.	29.80	77	88	NW	2	b
Iloilo	6 a.	29.80	77	88	NW	2	b
Surigao	6 a.	29.80	77	88	NW	2	b
Labuan	6 a.	29.80	77	88	NW	2	b

THE BATTLE OF FESTUBERT.

(Continued from page 6.)

COMPANY CUT OFF.

When the Scots Guards attacked on road one company pushed ahead with such speed that it was cut off. Two days afterwards the bodies of eighty men and officers were found lying in the open, with nearly 200 dead Germans around them. They had fought to the last man. One of the officers was Sir Frederick Fitz-Wigram.

The Border Regiment's advance was temporarily hung up, and Lieut. Colonel Wood, the commanding officer, was shot as he stood on the edge of a stream directing his men. He fell into the water, and Sergeant-Major Davenport and Private Coman (his servant) rescued him, after wards carrying him back to the British lines under fire. Coman, who had not been ordered into the attacking line, spent the remainder of the afternoon helping in nearly fifty wounded men.

One particularly courageous exploit was performed by Second-Lieutenant Lloyd Jones, of the Yorkshires, who was in charge of a bombing party. A German sniper killed a non-commissioned officer of the battalion after it had occupied a German trench. Lieutenant Lloyd Jones crept towards the sniper's hiding place, behind a hedge, grenade in hand, and suddenly hurled it with such excellent aim that two German soldiers were blown to pieces, and a third, the sniper in question, was found with his hand blown off. This chaplain of this battalion, the Hon. Maurice Peel, vicar of a London parish, was wounded.

Both the Grenadiers and the Gordons did brilliant work in the attack. The Grenadiers went forward late on Sunday evening (the 16th) to carry on the work begun by a battalion that was decimated and exhausted after a day's bombardment. As they approached an isolated German position the enemy rushed up a machine gun and tried to check them. The Grenadiers gained the trench, and one of them was seen chasing a detachment of thirty Germans, bombing them as he ran. Soon after the Gordons took a hand in the fight for the orchard mentioned earlier in this despatch. Lieut. Colonel A. Gordon was shot through the knee. He continued to issue orders throughout the day, and refused to be taken to a dressing station until the position they held was consolidated that night.

One of the most thrilling experiences was that of the 4th Camerons. This battalion, formed at Inverness, contains many rugged Highlanders—deer stalkers and shepherds—men of sky and of the outer islands—all of them as fine specimens of physical fitness as you can find in any army. The majority speak Gaelic. Their part in the Festubert drama began on Monday, the 17th, when they were sent forward to take 500 yards of trench, at the end of which stood several ruined houses.

Waiting for a "grand fight." The attack was timed to begin the moment the British artillery ceased fire. The adjutant waited, watch in hand, the men ranged behind him in grim anticipation of a "grand fight." The ground before them looked like smooth, open country, and they were confident that a determined rush would take them quickly to the goal. They did not see the interlocking ditch until right on them! A few of the best jumpers got across immediately, and dashed straight for the trench. The others were slightly delayed, but C Company and part of B Company gained the position in time to shoot forty remaining Germans, the others having waited until they saw the killed for leaping across the obstacles and then hurrying to their second line.

Then the commander of the detachment sent a patrol to reconnoitre the ruined houses at the end of the trench, and found they were full of Germans. A message was sent back to headquarters asking for machine guns and bombs, and the few men who had spades set to work to dig a "T" trench as a protection against the enfiladed attack. About midnight the battalion commander came up with a few platoons and some bombers. One of the officers crawled back through the darkness with two deer-stalkers and tried to communicate with brigade headquarters by telephone.

Lieutenant's Pluck. Meanwhile the Germans holding the houses made a strong counter-attack with bombs and trench mortars, and the Camerons' commander finally ordered a retirement. The men got away by pulling up the flooring, which covered deep ditches, under the communication trenches, and bounding back through mud and water. Lieutenant Colonel Fraser was killed, while covering the retreat. He refused to go into the ditch until all his men were away. He was about to plunge into the water when a bullet struck him. This trench was afterwards reoccupied and the enemy dislodged from the houses at the end of it. Sergeant-Major Ross, of D Company—a man of thirty-seven years' service—rallied the men during the attack of the Camerons, after all the company officers had been killed, and led them into the trench. He was killed himself later in the night.

The Liverpool made a gallant bayonet and bomb attack up a long German communication trench next day (Monday), taking nearly 200 prisoners, assisted by our accurate artillery fire. Lieutenants Hutchinson and Fulton led the bombers. The Germans who managed to escape fled along the trench "howling with fright." One man of the King's-Lancs-General-Force brought in five wounded men to the front trenches, crawling slowly on his hands and knees as he dragged each one to cover.

The Irish lads had a trying ordeal. The battalion took part in the first attack on Saturday night (the 15th), half advancing on each side a thoroughfare known on our maps as "the cinder track" in order to make an assault on German trenches, which were at an angle. Another regiment which was to have supported the attack was delayed, and concentrated Germans turned their concentrated machine-gun fire on the back. The two right companies made a successful dash across 300 yards of broken ground into the trench. The battalion lost very heavily and was shelled all day Sunday as it held the captured position.

Remember, the incidents given above relate only to three days' operations—the work of a single week-end.

ITALY'S REASONS FOR INTERVENTION.

Italy at the end of May addressed to the neutral Governments of the world a long communication explaining her reasons for declaring war on Austria. It reviewed negotiations between Italy and Austria revealing that they began immediately upon the dispatch of Austria's ultimatum to Serbia. Italy claimed then that the action of Austria disturbed the equilibrium of the Balkans and the peace of Europe in a way that vitally affected Italian interests. As an ally of Austria, Italy asserts the right to have been consulted before sending of the ultimatum, the first news of which was received through the newspapers. "Failing to obtain through diplomacy the satisfaction of her territorial and national aspirations, Italy announces in the note that a declaration of war was the only means of safeguarding her position in Europe."

The text of the note as translated and issued by the Italian Embassy at Washington follows:—

The triple alliance was essentially defensive and designed solely to preserve the status quo, or, in other words, the equilibrium in Europe. That these were its only objects and purposes is established by the letter and spirit of the treaty as well as by the intentions clearly described and set forth in official acts of the Ministers who created the alliance and confirmed and renewed it in the interest of peace, which always has inspired Italian policy.

The treaty, as long as its intentions and purposes had been legally interpreted and regarded and as long as it had not been used as a pretext for aggression against others, greatly contributed to the elimination and settlement of causes of conflict, and for many years assured to Europe the inestimable benefits of peace.

BLAME PLACED ON AUSTRIA.

But Austria-Hungary severed the treaty by her own hands. She rejected the response of Serbia, which gave to her all the satisfaction she could legitimately claim. She refused to listen to the conciliatory proposals presented by Italy in conjunction with other powers, in the effort to spare Europe from a vast conflict certain to drench the continent with blood and to reduce it to ruin beyond the conception of human imagination, and finally she provoked that conflict.

Article one of the treaty embodied the usual and necessary obligation of such pacts—the pledge to exchange views upon any political and economic questions of a general nature that might arise. Pursuant to its terms, none of the contracting parties had the right to undertake, without a previous agreement, any step the consequence of which might impose a duty upon the other signatories arising out of the alliance, or which would in any way whatsoever encroach upon their vital interests. This article was violated by Austria-Hungary when she sent to Serbia her note dated July 23rd, 1914, an action taken without the previous consent of Italy.

Thus Austria-Hungary violated beyond doubt one of the fundamental provisions of the treaty. The obligation of Austria-Hungary to come to a previous understanding with Italy was the greater because her obstinate policy against Serbia gave rise to a situation which directly tended to the provocation of an European war.

MODERATION ADVISED.

As far back as the beginning of July, 1914, the Italian Government, pre-occupied by an prevailing feeling in Vienna, caused to be laid before the Austro-Hungarian Government a number of suggestions advising moderation and warning it of the impending danger of an European outbreak. The course adopted by Austria-Hungary against Serbia constituted, moreover, a direct encroachment upon the general interests of Italy, both political and economic, in the Balkan peninsula. Austria-Hungary could not for a moment imagine that Italy could remain indifferent while Serbian independence was being trodden upon.

On a number of occasions therefore Italy gave Austria to understand, in friendly but clear terms, that the independence of Serbia was considered by Italy as essential to Balkan equilibrium.

Austria-Hungary was further advised that Italy could never permit that equilibrium to be disturbed to her prejudice. This warning had been conveyed not only to her diplomats in private conversations with responsible Austro-Hungarian officials, but was proclaimed publicly by Italian statesmen on the floors of Parliament.

FAILED TO NOTIFY ITALY.

Therefore, when Austria-Hungary ignored the usual practices and menaced Serbia by sending her an ultimatum without in any way notifying the Italian Government of what she proposed to do, indeed leaving that Government to learn of her action through the Press rather than through the usual channels of diplomacy, when Austria-Hungary took this unprecedented course she not only severed her alliance with Italy, but committed an act inimical to Italian interests. The Italian Government had obtained trustworthy information that the complete programme laid down by Austria-Hungary with reference to the Balkans was prompted by a desire to decrease Italy's economical and political influence in that section, and tended directly and indirectly to the subversion of Serbia to Austro-Hungary, the political and territorial isolation of Montenegro and the isolation and political decadence of Roumania.

This attempted diminution of the influence of Italy in the Balkans would have been brought about by the Austro-Hungarian programme, even though Austria-Hungary had no intention of making further territorial acquisitions.

Furthermore, attention should be called to the fact that the Austro-Hungarian Government had assumed the solemn obligation of prior consultation of Italy as required by the special provisions of Article VII. of the treaty of the triple alliance, which, in addition to the obligation of previous agreement, recognized the right of compensation to the other contracting parties in case one should occupy, temporarily or permanently any section of the Balkans.

To this end, the Italian Government approached the Austro-Hungarian Government immediately upon the inauguration of Austro-Hungarian hostilities against Serbia and succeeded in attaining reluctant acquiescence in the Italian representations. Conversations were initiated immediately after July 23rd for the purpose of giving a new lease of life to the treaty which had been violated and thereby annulled by the act of Austria-Hungary.

This object could be attained only by the conclusion of new agreements. These conversations were renewed, with additional propositions as the basis, in December, 1914.

The Italian Ambassador at Vienna at that time was given instructions to inform Count Berchtold, the Austro-Hungarian Minister for Foreign Affairs, that the Italian Government considered it necessary to proceed without delay to an exchange of views and consequently to concrete negotiations with the Austro-Hungarian Government concerning the complex situation arising out of the conflict which that Government had provoked. Count Berchtold at first refused. He declared that the time had not arrived for negotiations. Subsequently, upon our rejoinder, in which the German Government united views as suggested. We promptly declared, as one of our fundamental objects, that the compensation on which the agreement should be based should relate to territories at the time under the dominion of Austro-Hungary.

The discussion continued for months from the first days of December to March, and it was not until the end of March that Baron Burian offered a zone of territory comprised within a line extending from the existing boundary of Italy to a point just north of the city of Trent. In exchange for this proposed cession, the Austro-Hungarian Government demanded a number of pledges, including among them an assurance of entire liberty of action in the Balkans.

Note should be made of the fact that the cession of the territory around Trent was not intended to be immediately effective as we demanded, but was to be made only upon the termination of the European war. We replied that the offer was not acceptable, and then presented the minimum concessions which could meet in part our national aspirations and strengthen in an equitable manner our strategic position in the Adriatic.

ITALIAN DEMANDS.

These demands comprised: The extension of the boundary in Trentino; a new boundary on the Isonzo; special provision for Trieste; the cession of certain islands of the Cretzolari archipelago; the abandonment of Austrian claims in Albania, and the recognition of our possession of Avlona and the islands of the Aegean Sea, which we occupied during our war with Turkey.

At first our demands were categorically rejected. It was not until another month of conversation that Austria-Hungary was induced to increase the zone of territory she was prepared to cede in the Trentino and then only as far as Mezzolambardo, thereby excluding the territory inhabited by people of the Italian race, such as the Valle del Hec, Val di Fasso and Val di Ampezzo.

Such a proposal would have given to Italy a boundary of no strategical value. In addition the Austro-Hungarian Government maintained its determination not to make the cession effective before the end of the war. The repeated refusals of Austria-Hungary were expressly confirmed in a conversation between Baron Burian and the Italian Ambassador at Vienna on April 20th.

While admitting the possibility of recognizing some of our interests in Avlona and granting the above-mentioned territorial cession in the Trentino, the Austro-Hungarian Government persisted in its opposition to all our other demands, especially those regarding the boundary of the Isonzo, Trieste and the islands.

FAIL TO AGREE.

The attitude assumed by Austria-Hungary from the beginning of December until the end of April made it evident that she was attempting to temporize without coming to a conclusion. Under such circumstances, Italy was confronted by the danger of losing forever the opportunity of realizing her aspirations based upon tradition, nationality, and her desire for a safe position in the European conflict, and her principal interests in other ways. Hence Italy faced the necessity and duty of recovering that liberty of action to which she was entitled, and of seeking protection for her interests apart from the negotiations, which had been dragging needlessly along for five months, and without reference to the treaty of alliance which had virtually failed as a result of its annulment by the action of Austria-Hungary in July, 1914.

It would not be out of place to observe that the alliance, having terminated and there existing no longer any reason for the Italian people to be bound by it, though they had loyally stood by it for so many years because of their desire for peace, there naturally revived in the public mind the grievances against Austria-Hungary which for so many years had been voluntarily repressed.

While the treaty of alliance contained no formal agreement for use of the Italian language, or the maintenance of Italian tradition and Italian civilization in the Italian provinces of Austria, nevertheless if the alliance was to be effective in preserving peace and harmony, it was indisputably clear that Austria-Hungary, as our ally, should have taken into account the moral obligation of respecting what constituted some of the most vital interests of Italy.

Instead, the constant policy of the Austro-Hungarian Government was to destroy Italian nationality and Italian civilization all along the coast of the Adriatic. A brief statement of the facts and of the tendencies well known to all will suffice; subsidies of officials of the Italian race by officials of other nationalities; artificial immigration of hundreds of families of a different nationality; replacement of Italian by other labour; exclusion from Italy of employees who were subjects of Italy; Trieste by the decrees of Prince Hohentlohe

denationalization of the judicial administration; refusal of Austria to permit an Italian university in Trieste, which formed the subject of diplomatic negotiations; denationalization of navigation companies; encouragement of other nationalities to the detriment of Italians, and finally the methodical and unjustifiable expulsion of Italians in ever-increasing numbers.

"This deliberate and persistent policy of the Austro-Hungarian Government with reference to the Italian population was not only due to internal conditions brought about by the competition of the different nationalities within its territory, but was inspired in a great part by a deep sentiment of hostility and aversion toward Italy, which prevailed particularly in the quarters closest to the Austro-Hungarian Government and influenced decisively its course of action."

Of the many instances which could be cited, it is enough to say that in 1911, while Italy was engaged in war with Turkey, the Austro-Hungarian general staff prepared a campaign against us and the military party prosecuted energetically a political intrigue designed to drag in other responsible elements of Austria.

The mobilization of an army upon our frontier left us in no doubt of our neighbour's sentiment and intentions. The crisis was settled peacefully through the influence, so far as is known, of outside factors; but since that time we have been constantly under apprehension of a sudden attack whenever the party opposed to us should get the upper hand in Vienna.

All of this was known in Italy, and it was only the sincere desire for peace prevailing among the Italian people which prevented a rupture. After the European war broke out, Italy sought to come to an understanding with Austria-Hungary, with a view to a settlement satisfactory to both parties which might avert existing and future trouble. Her efforts were in vain, notwithstanding the efforts of Germany, which for months endeavoured to induce Austria-Hungary to comply with Italy's suggestions, thereby recognizing the propriety and legitimacy of the Italian attitude.

Therefore Italy found herself compelled by the force of events to seek other solutions. Inasmuch as the treaty of alliance with Austria-Hungary had ceased virtually to exist, and served only to prolong a state of continual friction and mutual suspicion, the Italian Ambassador at Vienna was instructed to declare to the Austro-Hungarian Government that the Italian Government considered itself free from the ties arising out of the treaty of the triple alliance, in so far as Austria-Hungary was concerned. This communication was delivered in Vienna on May 4th.

Subsequent to this declaration, and after we had been obliged to take steps for the protection of our interests, the Austro-Hungarian Government submitted new concessions, which, however, were deemed insufficient, and by no means met our minimum demands. These offers could not be considered under the circumstances.

WAR DECLARED.

The Italian Government, taking into consideration what has been stated above and supported by the vote of Parliament and the solemn manifestation of the country, came to a decision that any further delay would be inadvisable. Therefore, on this day (May 23rd) it was declared in the name of the King to the Austro-Hungarian Ambassador at Rome that beginning tomorrow, May 24th, it will consider itself in a state of war with Austria-Hungary. Orders to this effect were also telegraphed yesterday to the Italian Ambassador at Vienna.

SHIPPING IN PORT.

STEAMERS.

CHIPSING, British str., 1,199, H.G. Walker, 3rd July—Wanchow 27th June, General—Jardine, Matheson & Co. CHUNGKING, British str., 1,311, Ross Lewis, 29th June—Saigon 28th June, Rice—Butterfield & Swire. EMPIRE, British str., 2,843, J. McGregor, 30th June—Melbourne 21st May, General—Gibb, Livingston & Co. EIGER, Nor. str., 885, Elaisson, 2nd July—Daly 28th June, General—Thorsen & Co. FOCHOW, British str., 1,328, Owen, 4th July—Wakamatsu 28th June, Coal—Butterfield & Swire. HIRYO MARU, Japanese str., 2,208, T. Nakamura, 2nd June—Mike 15th June, Coal—Mitsui Bussan Kaisha. HONOKONO, French str., 742, A. Marguerite, 3rd July—Hohow 2nd July, General—A. R. Marty. ISUKUSHIMA MARU, Japanese str., 2,000, Kawano, 23rd June—Mike 17th June, Coal—Mitsui Bussan Kaisha. IYO MARU, Japanese str., 3,691, K. Okazaki, 5th July—Moj 27th June, General—Order. JINSEN MARU, Japanese str., 2,602, T. Tezuka, 28th June—Singapore 23rd June, General—Nippon Yusen Kaisha. KIYO MARU, Japanese str., 3,999, 26th June—Moj 20th June, General and Coal—Toyo Kisen Kaisha. KUMSANG, British str., 2,077, E. Knight, 2nd July—Singapore 26th June, General—Jardine, Matheson & Co. KWANTAN, Chinese str., C. Stewart, 1st July—Shanghai 28th June, General—Chinese. LAISANG, British str., 2,224, Mooney, 3rd July—Kobe 27th June, General—Jardine, Matheson & Co. LAETTES, British str., 1,340, A. Jenkins, 1st June—Saigon 27th June, General—Order. LIANGCHOW, British str., 1,240, W. Benson, 8th July—Shanghai 1st July, General—Butterfield & Swire. LOKSANG, British str., 679, D. W. R. Ritchie, 3rd July—Haiphong and Hongkong 2nd July, General—Jardine, Matheson & Co. MAUSANG, British str., 1,64, G. H. Alcock, 28th June—Sandakan 23rd June, General—Jardine, Matheson & Co. MONTAGUE, British str., 3,953, F. L. Davidson, 1st July—Vancouver 2nd June, General—Canadian Pacific Railway Co. MONMOUTHSHIRE, British str., 3,197, F. Eccleston, 1st July—Karatsu 26th June, General—Jardine, Matheson & Co.

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TJILIWONG ...	JAVA	6th July.	JAVA	15th July.
TJITAROEM ...	SHANGHAI	11th July.	JAVA	11th July.
TJIBODAS ...	JAVA	13th July.	JAPAN	22nd July.
TJIMANOEK ...	JAVA	17th July.	—	—

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TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sittings and Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914.

[595]

FORTHCOMING EVENTS.

Friday, 9th July:—4 p.m.—A Snowball Race Sale in aid of the Belgians, in the Grounds of Government House.

Monday, 12th July:—Noon—Hongkong General Chamber of Commerce Extraordinary General Meeting in the Chamber of Commerce Room, New Government Building.

ON SALE.

BOUND VOLUMES of the HONGKONG & WEEKLY PRESS, JULY to DECEMBER, 1914. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 22nd January, 1915.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 6th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.72	29.70	29.72
Temperature	82	84	81
Humidity	81	83	87
Wind Direction	SE	SE	WSW
Force	3	5	3
Weather	cc	opc	opc
Rain	—	0.05	—

Highest open air Temperature on 5th ... 85

Lowest open air Temperature on 5th ... 77

SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,017, A. Arntzen, 5th July—Bangkok 28th June, General—Thorsen & Co.
CHINGCHOW, British str., 1,198, Jas. Doyle, 5th July—Port. Parveval—1st July, General—Shewan, Tomes & Co.
CHOWAN MARU, Japanese str., 1,808, S. Yamawaki, 6th July—Mojito 29th June, General—Osaka Shosen Kaisha.
DAIREN MARU, Japanese str., 2,487, K. Naga, 6th July—Mojito 29th June, General—Osaka Shosen Kaisha.
KASHGAR, British str., 5,538, H. N. Rivers, R.N.R., 5th July—London 18th May, General—P. & O. S.N. Co.
PANAMA, British str., from Canton, SINGAPORE, British str., 1,047, Mills, 6th July—Hoihow 5th July, General—Butterfield & Swire.
TSINGTAO MARU, Japanese str., 1,523, K. Yamada, 5th July—Chingwangtao 25th June, Coal—Doddwell & Co.
TSHINGWANG, Dutch str., 3,061, A. Oldenburger, 5th July—Manila 2nd July, Sugar and General—Java-China-Japan Lijn.
YUNGHANG, British str., 1,129, P. H. Rolfe, 6th July—Manila 3rd July, General—Jardine, Matheson & Co.
WAKAMATSU MARU, Japanese str., 1,792, Yamawaki, 6th July—Wakamatsu 30th July, Coal—Mitsui Bussan Kaisha.
WALTON HALL, British str., 3,203, C. Nelson, 6th July—Singapore 30th June, General—Bank Line.
WINGANG, British str., 1,357, Lishman, 5th July—Hongkong 3rd July, Coal—Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

July 6th.

CHINGCHOW, Brit. str., for Port Parveval.
CHINGCHOW, British str., for Shanghai.
WAKAMATSU MARU, Jap. str., for Canton.

DEPARTURES.

July 6th.

ANNA, British str., for Shanghai.
CHINGCHOW, British str., for Hongkong.
HAINAN, British str., for Bangkok.
HEILONG, British str., for Bangkok.
KASHGAR, British str., for Yokohama.
KASHGAR, British str., for Shanghai.
KASHGAR, British str., for Canton.
INDRA, British str., for Manila.
LUONGSANG, British str., for Manila.
MERIONETHSHIRE, Brit. str., for Shanghai.
TONGLEK, Chinese str., for Haiphong.

SHIPPING REPORT.

The Dutch str. *Tjilleming* reports: Strong S.E. wind, rough sea.

PASSENGERS.

ARRIVED.

Per *Tjilleming*, from Manila, for Hongkong, Mr. and Mrs. G. Hanson and Miss Hanson.
Per *Kashgar*, for Hongkong, from London, Mrs. A. C. Black, child and infant; from Bombay, Mrs. Winsor; from Port Said, Mr. T. James; from Penang, Mr. S. Thom; from Singapore, Mr. J. C. Hallam; Mr. Nakahara; Mr. J. N. McLeod; Mr. J. C. Dodd; Lieut. F. A. Parker, Corp. Gardiner, Corp. Crowder, Lieut. Col. Davies, Pte. Grover, Pte. Roper, Pte. Price, Pte. Lowe, Pte. Ellis, Mr. R. B. Jepson, Mr. J. B. Hugh, Mr. and Mrs. C. L. Lerk, child and infant.

VESSELS EXPECTED.

AUSTRALIAN MAILS.

The Australian Oriental Line str. *Tai-tan* left Port Darwin for Hongkong via Philippine Ports on 29th inst., and may be expected to arrive here on or about 25th July.

The str. *Eastern* left Sydney for this port (via Queensland ports, Port Darwin and Manila) on 23rd inst., and may be expected to arrive here on or about 15th July.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* sailed from Yokohama for Hongkong via Kobe, Nagasaki and Manila on the 1st inst., and is due here on the 15th inst. The mail for Hongkong has been transferred to the N.Y.K. str. *Hakata Maru*, expected here on the 9th inst.

MERCHANT STEAMER.

The str. *Sangola* sailed from Calcutta on the 1st July, and may be expected here on or about the 18th inst.

SHIRE LINE, LIMITED.

Radnorshire, from London, is due in Hongkong 12th July.

INDRA LINE.

Indrasambha, from Vladivostok, is due in Hongkong end of July.

C.P.R.

THE Canadian Pacific Railway Co's

S.S. "MONTEAGLE"

will be despatched from Hongkong at Noon,

TO-DAY, 7th JULY

(instead of 3rd July as previously advised);

for VANCOUVER, via Usual Ports of Call.

For Freight or Passage, apply—

W. D. CRADDOCK,

General Traffic Agent,

Hongkong, 25th June, 1915. [703]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via Usual Ports of Call	SARDINIA	Brit. str.	1	J. T. Jeffery	P. & O. S.N. Co.	On 17th inst., at Noon.
LONDON via Usual Ports of Call	KASHGAR	Brit. str.	1	A. N. Rivers, R.N.R.	P. & O. S.N. Co.	On 30th inst., at Noon.
MARSEILLES via LONDON	KANO MARU	Jap. str.	1	Shimizu	YIPPO YUEN KAISHA	On 15th inst., at Noon.
MARSEILLES via LONDON	CITY OF RANGOON	Brit. str.	1	...	THE BANK LINE, LIMITED	On 25th inst.
MARSEILLES via LONDON	POLYNESIA	Brit. str.	1	...	MESSAGERIES MARITIMES	On 7th Aug., at 1 p.m.
VICTORIA, B.C. & SWATOW via KESLUNG	YOKOHAMA MARU	Jap. str.	1	Komatsubara	YIPPO YUEN KAISHA	To-morrow, at 4 p.m.
VICTORIA, B.C. & SWATOW via KESLUNG	TACOMA MARU	Jap. str.	1	T. Hamada	YIPPO YUEN KAISHA	On 15th inst., at 5 p.m.
NEW YORK via PANAMA	WALTON HALL	Brit. str.	1	...	THE BANK LINE, LIMITED	To-day
NEW YORK via PANAMA	EGREMONT CASTLE	Brit. str.	1	...	DODWELL & Co., Ltd.	About 13th inst.
GENOA, LONDON and HULL	GUNTERBET	Brit. str.	1	F. T. Jones	SHAW, TOMES & Co.	About 23rd inst.
YANAGIYAMA via SHANGHAI, JAPAN	SHINSEI MARU	Jap. str.	1	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	About End of July.
SAN FRANCISCO via MANILA & JAPAN	MONTEAGLE	Brit. str.	1	A. G. Stevens	YIPPO YUEN KAISHA	To-day
SAN FRANCISCO via MANILA & JAPAN	NIPPON MARU	Jap. str.	1	Emery Hise	YIPPO YUEN KAISHA	On 15th inst., at 10.30 a.m.
SAN FRANCISCO via MANILA & JAPAN	SHINTO MARU	Jap. str.	1	...	YIPPO YUEN KAISHA	On 20th inst., at 1 p.m.
SAN FRANCISCO via MANILA & JAPAN	PERISTIA	Jap. str.	1	...	YIPPO YUEN KAISHA	On 27th inst., at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS	GOVART	Brit. str.	1	P. W. Gration	YIPPO YUEN KAISHA	On 3rd Aug., at Noon.
AUSTRALIAN PORTS via MANILA	TATODA	Brit. str.	1	...	YIPPO YUEN KAISHA	On 15th inst.
AUSTRALIAN PORTS via MANILA	NIPPO MARU	Jap. str.	1	...	YIPPO YUEN KAISHA	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	EMPER	Brit. str.	1	...	YIPPO YUEN KAISHA	On 22nd inst.
AUSTRALIAN PORTS via MANILA	TRIDON	Brit. str.	1	...	YIPPO YUEN KAISHA	On 16th inst.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	1	Kurozumi	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at D'light.
KOBE & YOKOHAMA	KUMSANG	Jap. str.	1	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 1 p.m.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	1	Tominaga	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light.
KOBE & YOKOHAMA	CHINGSHING	Jap. str.	1	H. C. Wallner	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
KOBE & YOKOHAMA	LIANGHONG	Jap. str.	1	D. R. Davis	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at D'light.
KOBE & YOKOHAMA	LUCHOW	Jap. str.	1	Murai	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 p.m.
KOBE & YOKOHAMA	SUNSHINE	Jap. str.	1	J. M. Smith	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 10 a.m.
KOBE & YOKOHAMA	SINKIANG	Jap. str.	1	A. L. Valentini	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
KOBE & YOKOHAMA	YIPPO MARU	Jap. str.	1	Mina, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	1	Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
KOBE & YOKOHAMA	SANGOLA	Jap. str.	1	J. W. Gress	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
KOBE & YOKOHAMA	BOSSU MARU	Jap. str.	1	W. F. Passmore	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 a.m.
KOBE & YOKOHAMA	HAIFONG	Jap. str.	1	A. H. Stewart	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 2.30 p.m.
KOBE & YOKOHAMA	CHINGSHING	Jap. str.	1	J. Walker	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 2.30 p.m.
KOBE & YOKOHAMA	SUNSHINE	Jap. str.	1	P. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 2.30 p.m.
KOBE & YOKOHAMA	THAN	Jap. str.	1	E. Fitzgibbon	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
KOBE & YOKOHAMA	YIPPO MARU	Jap. str.	1	K. Murakami	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 3 p.m.
KOBE & YOKOHAMA	CHINGSHING	Jap. str.	1	S. Nemoto	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 p.m.
KOBE & YOKOHAMA	DAIREN MARU	Jap. str.	1	Ohta	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
KOBE & YOKOHAMA	CHONG MARU	Jap. str.	1	Kawashima	JARDINE, MATHESON & Co., Ltd.	To-day, at 7 p.m.
KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	1	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 a.m.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	1	R. A. Matthews	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
KOBE & YOKOHAMA	LAISANG	Jap. str.	1	Imabumi	JARDINE, MATHESON & Co., Ltd.	On 9th inst.
KOBE & YOKOHAMA	MAUSANG	Jap. str.	1	W. D. Ritchie	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 3 p.m.
KOBE & YOKOHAMA	KATO MARU	Jap. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
KOBE & YOKOHAMA	LOKSANG	Jap. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 10 a.m.
KOBE & YOKOHAMA	LOKSANG	Jap. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 7 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAITS	TO SAIL
MOJOI and KOBE	"KUMSANG"	Friday, 9th July, D'light
HOIHOW and HAIPHONG	"LOKSANG"	Friday, 9th July, 7 a.m.
WEIHOW and TIENTSIN	"CHINGSHING"	Saturday, 10th July, D'light
SANDAKAN	"MAUSANG"	Saturday, 10th July, Noon
SINGAPORE, PENANG & CALUTTA	"LAISANG"	Saturday, 10th July, 3 p.m.
MANILA	"YUENANG"	Saturday, 10th July, 3 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUMSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. Service is supplemented by the "YATHING," "KUMSANG," and "LOKSANG" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze, Choo, T'ain, Dahy, W'wei, N'ohwang, Tientsin and Layan.
Telephone No. 215, Sub. Branch 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
Hongkong, 6th July, 1915. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1914. [5]

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub. Br. No.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 25th May, 1915

AGENTS

24

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10000 tons NILE 10000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA Sailing TUESDAY, 20th July, at 1 p.m.

PERSIA (via Manila) TUESDAY, 3rd Aug., at Noon.

KOREA TUESDAY, 10th Aug., at 1 p.m.

SIBERIA TUESDAY, 17th Aug., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, billiard tables, deck games, etc.—and a full orchestra throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

Tel. No. 141.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, 681, 2050, 3470.

NO. 1 DOCK. Docking Length 615 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 251 ft.

Every description of repair work undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic pumps, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.

Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Buoys, 600 feet by 150 feet by 25 feet deep, adjoining the docks and warehouses.

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VESSELS ON THE BERTH

AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK via PANAMA.

THE Steamship

"WALTON HALL,"
4,932 tons, will be despatched as above
TO-DAY, 7th July.
For Freight and further particulars
apply to—

THE BANK LINE, LTD.,

General Agents.

Hongkong, 8th June, 1915. [547]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, BOSTON VIA SUEZ

S.S. "EGREMONT CASTLE,"

on or about 13th July.

For Freight and further information, apply

DODWELL & Co., Ltd.,

Agents.

Hongkong, 6th July, 1915. [336]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

BOMBAY, AUSTRALIA, ADEEN,

EGYPT, MEDITERRANEAN

PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

PERSIAN GULF, BATAVIA, CONTINENTAL,

AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA,"

Captain J. T. Jeffery, carrying His

Majesty's Mails, will be despatched

from this port on SATURDAY, the

17th July, 1915, at Noon, taking Pas-

sengers and Cargo for the above Ports, in

connection with the Co.'s s.s. "MONGOLIA"

from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valuables and Tea and Cargo for

Italy, France and London (under arrange-

ment) will be transhipped at Colombo into

the Mail Steamer proceeding direct to

Marseilles and London. Other Cargo for

London, etc., will be conveyed via Bom-

bay and transhipped to the s.s. "KHIVA,"

due in London on the 29th August, 1915.

Passes will be received at the Office

until 4 p.m. the day before sailing. The

contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 3rd July, 1915. [1]

GLEN LINE (MCGREGOR, GOW

& Co.) LIMITED.

FOR GENOA, LONDON AND HULL.

THE Steamship

"GLEN TURRET,"

Captain F. T. Jones, will be despatched for

the above ports on or about the 20th July, 1915.

For freight and further particulars

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 16th July	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	SARDINIA Capt. J. T. Jeffery	Noon 17th July	See Special Advertisement.
LONDON VIA USUAL PORTS OF CALL	KASHGAR Capt. H. N. Rivers, R.N.R.	Noon 30th July	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without Notice.
For Further Particulars apply to—

E. A. HEWETT,

Superintendent.

Hongkong, 7th July, 1915.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIAN"	On 8th July, Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 8th July, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 8th July, 4 P.M.
SHANGHAI	"LUCHOW"	On 11th July, 4 P.M.
SHANGHAI	"SUNGKIAN"	On 13th July, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 13th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
SS. "LINTAN" and SS. "SANUI".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI," "CHUNAN," and the SS. "KANGCHOW," "LIANGCHOW," "LUCHOW," and "YINGCHOW," having excellent accommodation with Electric Light throughout and between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Whooing.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th July, 1915. TELEPHONE 35.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN"	Capt. J. W. Evans	FRIDAY, 9th July, at 2.30 P.M.
"HAICHUNG"	Capt. W. C. Pasmore	TUESDAY, 12th July, at 2.30 P.M.
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 16th July, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 7th July, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANGOLA," 5,182 tons, Capt. Milne, R.N.R. will be despatched for SHANGHAI, KOBE and MOJI on 23rd July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 7th July, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	15th July.	On 22nd July, 11 A.M.
EASTERN	On 9th Aug. 11 A.M.	On 9th Aug. 11 A.M.
ALDENHAM	On 23rd Aug. 11 A.M.	On 23rd Aug. 11 A.M.
ST. ALBANS	On 23rd Aug.	On 17th Sept. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong.
* NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.
TENYO MARU	22,000—21 knots	TUES., 14th Sept.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.
"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. " " " £96.10.
" " " SAN FRANCISCO	£45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,300—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN	On 11th July.
(Without Transshipment)		
HOMEWARD		
MARSEILLES VIA SAIGON and PORTS	POLYNESIEN	On 7th Aug., at 1 P.M.
(Without Transshipment)		

ALL STEAMERS FITTED WITH WIRELESS.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.
TO KOBE \$135. TO YOKOHAMA \$150.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

For VICTORIA and TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI and YOKOHAMA

Steamer Captain Leaving
"TACOMA MARU" T. Hamada THURSDAY, 15th July, at 3 P.M.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY, VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer Captain Leaving
"DAIREN MARU" S. Nemoto WED'DAY, 7th July, at 7 A.M.
"CHOSEN MARU" S. Nemoto WED'DAY, 7th July, at 10 A.M.

For TAMSUI AND KEELUNG VIA SWATOW AND AMOY.
Steamer Captain Leaving
"DALIN MARU" K. Murakami THURSDAY, 13th July, at Noon.

For TAKAO VIA SWATOW AND AMOY.
Steamer Captain Leaving
"SOSHU MARU" A. Kobayashi THURSDAY, 8th July, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer Captain Leaving
"KEIJO MARU" IMAIZUMI SATURDAY, 10th July, 10 A.M.
These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER.

Second Floor, No. 1, Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	about	about	MARSEILLES and LONDON	about	about
P.M.		about	about			
July 19	SARDINIA	July 12	July 17	MONGOLIA	Aug. 15	Aug. 22
	KASHGAR	July 26	July 30	MALWA	Aug. 23	Sept. 4
	MALTA	Aug. 9	Aug. 14	PERSEA	Sept. 11	Sept. 18
	NOVARA	Aug. 22	Aug. 27	MOREA	Sept. 25	Oct. 2
Sept. 13	SARDINIA	Sept. 5	Sept. 10	MAJOA	Oct. 9	Oct. 16
		Sept. 20	Sept. 25	ARABIA	Oct. 23	Oct. 30
Oct. 11	MALTA	Oct. 4	Oct. 9	MOJAVIA	Nov. 6	Nov. 13
Oct. 25	NOVARA	Oct. 17	Oct. 22	KYBER	Nov. 20	Nov. 27
	SARDINIA	Nov. 1	Nov. 6	MEDINA	Dec. 4	Dec. 11

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

	Accommodation	Single	Return	LONDON
1st Saloon "A"	£70.	£70.	£105	
"B"	£54.	£54.	£85	
2nd Saloon "A"	£48.	£48.	£72	
"B"	£44.	£44.	£66	

MARSEILLES

	Accommodation	Single	Return	MARSEILLES
1st Saloon "A"	£66.	£66.	£99	
"B"	£50.	£50.	£80	
2nd Saloon "A"	£46.	£46.	£69	
"B"	£42.	£42.	£63	

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave S'PORE	Leave Marseilles, if sailing	Leave LONDON
	about	about	about	about	about	about
KASHGAR	July 19	July 26	July 30	Aug. 4	Sept. 6	Sept. 15
NOBE	Sept. 13	Sept. 23	Sept. 29	Oct. 5	Nov. 5	Nov. 14
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Dec. 1	Dec. 8
NYANZA	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 16	Dec. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £54 Single; £81 Return, 2nd Saloon £38 Single; £57 Return

FARES TO MARSEILLES:

1st Saloon £50 Single, 2nd Saloon £36 Single

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	KAMO MARU Capt. Shimizu	16,000	THURSDAY, 15th July, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KASHIMA MARU Capt. M. Yagi	20,000	THURSDAY, 29th July, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. Komatsubara	12,500	THURSDAY, 8th July, at 4 P.M.
	SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Takeda	9,000	FRIDAY, 16th July, at 4 P.M.
	HITACHI MARU Capt. Tomimaga	13,500	TUESDAY, 17th August, at 11 A.M.

CALCUTTA VIA SINGAPORE, PENANG and RANGOON	HAKATA MARU Capt. Kawashima	12,600	FRIDAY, 9th July.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU Capt. Ohta	8,900	MONDAY, 19th July.
KOBE and YOKOHAMA	KAWACHI MARU Capt. Kurosumi	12,600	FRIDAY, 16th July.
SHANGHAI MOJI and KOBE	KAMAKURA MARU Capt.	12,600	THURSDAY, 22nd July.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. Tomimaga	13,500	FRIDAY, 16th July, 10 A.M.
SHANGHAI KOBE and YOKOHAMA	SUWA MARU Capt. Adachi	21,000	TUESDAY, 13th July, at 10 A.M.

\$ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KAMO MARU	16,000 Tons	Thurs., 15th July.
KASHIMA	20,000 "	" 29th July.
MISHIMA	16,000 "	" 12th Aug.
SUWA	21,000 "	" 26th Aug.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
YOKOHAMA MARU	12,500 Tons	Thurs., 8th July.
SADO	12,500 "	" Tues., 27th July.
AWA	12,500 "	" 10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 194.

POST OFFICE NOTICE.

The Harbour Office telegraphs have been removed to the G. P. O.

INWARD MAILS.

FROM	PER	DATE
EUROPE (London 6th ult. via Siberia)	Luchow...	7th inst.
AMERICA (ex Hongkong)	Hakata Maru...	9th inst.
AUSTRALIA	Taiyuan...	9th inst.
SHANGHAI	Sinkiang...	9th inst.

OUTWARD MAILS.

FOR	PER	DATE
Straits Colombo and Bombay	Chosen Maru	Wednesday 7th, 9.00 A.M.
Straits	Saint Donald	Wednesday 7th, 10.00 A.M.
POREMOA via REKLING, SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES SOUTH AMERICA, SAN FRANCISCO, and CANADA via VANCOUVER UNITED KINGDOM via CANADA.	Monteagle	Wednesday 7th, 10.45 A.M. Letters 11.00 A.M.
Japan via Kobe	Colombo Maru	Wednesday 7th, 1.00 P.M.
Saigon	Laertes	Wednesday 7th, 1.00 P.M.
Chofoo, Newchwang and Dairen	Eiger	Thursday 8th, 9.00 A.M.
Swatow, Amoy, Formosa via Takao	Bosha Maru	Thursday 8th, 9.00 A.M.
Cebu and Manila	Sungliang	Thursday 8th, 11.00 A.M.
Hankow and Hongkong	Hongkong	Thursday 8th, 11.00 A.M.
Formosa, Shanghai, North China and Japan via Kobe, Victoria, P.O., Seattle, and United Kingdom via Canada.	Yokohama Maru	Thursday 8th, 2.15 P.M. Letters 3.30 P.M.
Shanghai and North China (EUROPE via SIBERIA)	Liangchow	Thursday 8th, 2.15 P.M. Registration 2.15 P.M. Letters 3.00 P.M.
[Shanghai Brit. P.O. Tuesday, 13th July.]		
Philippine Islands	Tsun	Thursday 8th, 3.00 P.M.
Japan via Moji	Kumang	Thursday 8th, 5.00 P.M.
Hankow and Hongkong	Lokan	Thursday 8th, 5.00 P.M.
Swatow, Amoy and Foshow	Telmachus	Friday 9th, 1.00 P.M.
Wohaiwei and Tientsin	Chipsing	Friday 9th, 1.30 P.M.
Japan via Moji, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Arica, Iquique, Valparaiso and Colon	Kiyo Maru	Saturday 10th, 11.00 A.M.
Shanghai, North China (EUROPE via SIBERIA)	Luchow	Saturday 10th, 4.15 P.M. Registration 4.15 P.M. Letters 5.00 P.M.
[Shanghai Brit. P.O. Wednesday, the 14th July.]		
Swatow, Amoy and Foshow	Haiching	Monday 12th, 1.30 P.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES SOUTH AMERICA and CANADA via SAN FRANCISCO and UNITED KINGDOM via CANADA	Nippon Maru	Monday 12th, 5.00 P.M. Registration 5.00 P.M. Letters 9.30 A.M.
Shanghai, North China and Japan via Kobe	Sawa Maru	Tuesday 13th, 9.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Taiyuan	Tuesday 13th, 10.15 A.M. Letters 11.00 A.M.
Philippine Islands	Chinhua	Tuesday 13th, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Sinkiang	Tuesday 13th, 2.15 P.M. Registration 2.15 P.M. Letters 3.00 P.M.
[Shanghai Brit. P.O. Saturday, 17th July.]		
Straits, Ceylon, Mauritius and London	Kamo Maru	Thursday 15th, 11.00 A.M.
Swatow, Amoy and Foshow	Haimun	Friday 16th, 1.30 P.M.
Philippine Islands, Australia, Tasmania, New Zealand & New Guinea via Thursday Island	Nikko Maru	Friday 16th, 2.15 P.M. Registration 2.15 P.M. Letters 3.00 P.M.
STRAITS, HURMAN, CEYLON, ADELPHIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE	Sardinia	Saturday 17th, 10.00 A.M. Printed Matter and Samples 10.00 A.M. Registration 10.15 A.M. Letters 9.30 A.M.
The Parcel Mail will be closed on Friday, 16th inst., at 5 P.M.		
TIMOR, Australia, Tasmania, New Zealand via Darwin and New Guinea via Thursday Island	Empire	Thursday 22nd, 10.00 A.M.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Chung Chow	2.00 P.M.	—
Bhatakok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Antau, Ping Shan, Sai Kung, San Tin, Stanley	4.30 P.M.	—
Qantow, Wqohow and Sang Shui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	8.15 A.M.
Kongmoon	Except Saturdays	5.00 P.M.
Namtan and Samel	6.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M. 7.00 P.M.	7.00 A.M.
Shak Ki	7.00 A.M. 9.00 P.M.	9.00 P.M.
Kongmoon	6.30 P.M. 6.00 P.M.	6.00 P.M.
Kaukung	6.00 P.M. Except Saturdays	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

IMPORTANT TO OFFICERS AND ENGINEERS.

THE LAUNCH "MOLLIE" HAS BEEN GRANTED A SPECIAL PERMIT TO TAKE PASSENGERS TO STEAMERS FROM BLAKE PIER AT 10 P.M. AND 11.30 P.M. ON CONDITION THAT THE LAUNCH MUST RETURN TO MOORINGS AT 1 A.M.

10 P.M. TRIP COMMENCING FROM BLAKE PIER EASTWARD TO WEST POINT RETURNING TO BLAKE PIER AT 11.20—LEAVING BLAKE PIER AT 11.30 WESTWARD AND TOWARD EAST POINT. OBSERVATION POINT MOORINGS AT 1 A.M.

WM. C. JACK & CO., LTD.,

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COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON	July 6th.
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills, at 4 months' sight	1/10 1/2

ON PARIS	July 6th.
Bank Bills, on demand	238
Credits, at 4 months' sight	248
ON GENEVA	July 6th.
On demand	nom.
ON NEW YORK	July 6th.
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	nom.
ON BOMBAY	July 6th.
Telegraphic Transfer	135
Bank, on demand	135
ON CALCUTTA	July 6th.
Telegraphic Transfer	nom.
Bank, on demand	135
ON SHANGHAI	July 6th.
Bank, at sight	73 1/2
Private, 30 days' sight	77
ON YOKOHAMA	July 6th.
On demand	76 1/2
ON SINGAPORE	July 6th.
On demand	107 1/2
ON BATAVIA	July 6th.
On demand	8 1/2 p.m.
ON HAIPHONG	July 6th.
On demand	8 1/2 p.m.
ON SAIGON	July 6th.
On demand	8 1/2 p.m.
SOVEREIGNS, Bank's Buying Rate	\$11.15 n.
GOLD LEAF, 100 fine, per tola	\$58.30
SILVER, per oz.	\$22.18

ON SALE.

HONGKONG HANDBOOK REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1914.

Revised by THE MEMBERS.

PRICE 85.
Daily Press Office.
Hongkong, 23rd February, 1914.

SHARE LIST—QUOTATIONS.

HONGKONG, 6th JULY, 1915.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS—					
Hongkong & Shanghai Banking Corporation	120,000	\$125 all	\$125 all	1/8 1/2, buyers	5 1/2 p.a.
China Bank Company, Limited	60,000	\$12 all	\$12 all	1/8 1/2, buyers	5 1/2 p.a.
China Light and Power Company, Ltd.	50,000	\$5 all	\$5 all	1/8 1/2, buyers	7 1/2 p.a.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$10 all	1/8 1/2, buyers	7 1/2 p.a.
COTTON MILLS—					
Shai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50 all	Tls. 50 all	Tls. 98, sales	8 1/2 p.a.
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10 all	Tls. 10 all	Tls. 14, sales	8 1/2 p.a.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75 all	Tls. 75 all	Tls. 89	8 1/2 p.a.
Laou Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100 all	Tls. 100 all	Tls. 37 1/2	8 1/2 p.a.
Soyabean Cotton S. & W. Co., Ltd.	20,000	Tls. 50 all	Tls. 50 all	Tls. 44	8 1/2 p.a.
Ewo Cotton Spinning & Weaving Co., Ltd.	80,000	Tls. 50 all	Tls. 50 all	Tls. 168 1/2, buyers	8 1/2 p.a.
Hongkong Cotton Spinning Co., Ltd.	120,000	\$10 all	\$10 all	\$7 1/2, buyers	4 1/2 p.a.
(In Liquidation)					
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$7 1/2 all	\$7 1/2, buyers	4 1/2 p.a.
DOCKERS AND WHARVES—					
H'kong & Wharves Dock & G. Co., Ltd.	60,000	\$50 all	\$50 all	\$7 1/2, sellers	5 p.a.
H'kong & Wharves Dock & G. Co., Ltd.	50,000	\$50 all	\$50 all	\$7 1/2, sellers	5 p.a.
Shai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 100 all	Tls. 51 1/2, sales	7 1/2 p.a.
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 100 all	Tls. 81	7 1/2 p.a.
Green Island Cement Co., Limited	400,000	\$10 all	\$10 all	\$4 1/2, buyers	7 1/2 p.a.
Hongkong Electric Co., Limited	60,000	\$10 all	\$10 all	\$4 1/2, buyers	7 1/2 p.a.
Hongkong Hotel Company, Limited	20,000	\$50 all	\$50 all	\$11 1/2, buyers	5 p.a.
Hongkong Ice Company, Limited	6,500	\$25 all	\$25 all	\$18 1/2	5 1/2 p.a.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$10 all	\$2 1/2, sellers	7 1/2 p.a.
Hongkong Tramway Co., Ltd.	325,000	\$5 all	\$5 all	\$5, sellers	6 p.a.
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$250 1/2	\$250 1/2	\$365, buyers	6 p.a.
China Fire Insurance Co., Limited	20,000	\$100 1/2	\$100 1/2	\$150, sales	7 p.a.
Hongkong Fire Insurance Co., Ltd.	6,000	\$250 1/2	\$250 1/2	\$365, buyers	7 p.a.
North-China Insurance Co., Limited	10,000	\$15 1/2	\$15 1/2	Tls. 170	6 1/2 p.a.
Union Insurance Society, Limited	12,400	\$250 1/2	\$250 1/2	\$390, buyers	6 1/2 p.a.
Yangtze Insurance Association, Ltd.	12,000	\$100 1/2	\$100 1/2	\$240, @ Ex 73	6 1/2 p.a.
LANDS AND BUILDINGS—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$100 all	\$110, buyers	6 1/2 p.a.
Hongkong Central Estate, Ltd.	10,000	\$100 all	\$100 all	\$110	6 1/2 p.a.
Hongkong Land Reclamation Co., Ltd.	35,000	\$100 1/2	\$100 1/2	\$75, buyers	6 p.a.
Humphreys Estate and Finance Co., Ltd.	150,000	\$10 all	\$10 all	\$6 1/2, sellers	7 1/2 p.a.
Kowloon Land and Building Co., Ltd.	6,000	\$50 1/2	\$50 1/2	\$40, buyers	7 1/2 p.a.
Shanghai Land Investment Co., Ltd.	70,000	Tls. 50 all	Tls. 50 all	Tls. 104	6 p.a.
West Point Building Co., Limited	12,500	\$50 all	\$50 all	\$71, buyers	6 p.a.
Manchappi to Miin. Bouchon	250,000	Gds. 10 all	Gds. 10 all	Tls. 33, buyers	6 p.a.
Landbouw exploitatie in Langkat					
MINING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$1 all	\$2 1/2	8 p.a.
Reub Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$1 all	\$3 1/2	8 p.a.
Tronoh Mines, Limited	160,000	\$1 all	\$1 all	\$3 1/2	8 p.a.
Peak Tramways Co., Limited	25,000	\$10 all	\$10 all	\$3 1/2	8 p.a.
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$100 all	\$120, buyers	6 p.a.
Luxon Sugar Refining Co., Limited	7,000	\$100 all	\$100 all	\$136, buyers	6 p.a.
STEAMSHIP COMPANIES—					
China and Malacca Steamship Co., Ltd.	30,000	\$25 all	\$25 all	\$30.50, buyers	6 p.a.
Dezias Steamship Co., Limited	20,000	\$25 all	\$25 all	\$31, sellers	6 p.a.
H'kong, Canton & Macao S. B. Co., Ltd.	80,000	\$15 all	\$15 all	\$17, buyers	6 p.a.
Indo-China Steam Navigation Co., Ltd.	60,000	\$25 all	\$25 all	\$17, buyers	6 p.a.
Shell Transport & Trading Co., Ltd.	4,047,610	\$1 all	\$1 all	\$2 1/2, buyers	74 p.a.
Star Ferry Company, Limited	40,000	\$10 all	\$10 all	\$28, sellers	54 p.a.
South China Morning Post, Limited	6,000	\$25 all	\$25 all	\$30	54 p.a.
Steam Laundry Company, Limited	20,000	\$5 all	\$5 all	\$3.15, buyers	84 p.a.
STONES AND DISPENSARIES—					
Powell, Wm., Limited	21,000	\$7 all	\$7 all	\$5 1/2, buyers	74 p.a.
Watson & Co., S. S., Limited	90,000	\$10 all	\$10 all	\$5 1/2, sellers	9 p.a.
Union Waterboat Co., Limited	50,000	\$10 all	\$10 all	\$17 1/2, buyers	6 p.a.
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1888	Tls. 767,300	Tls. 250	7 1/2 p. annum	Par.	

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000
Reserve Fund £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914 [118]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
IN J. STARR,
Chief Manager.
Hongkong, 2nd November, 1914. [10]

THREE CASTLES CIGARETTES — MAGNUMS



There are now packed in each tin of "MAGNUMS" Cigarettes 4 Coupons, and in return for 100 of these coupons we will send you a GOOSE QUILL SILVER CIGARETTE HOLDER enclosed in a neat leather Pocket Case fitted with a spare goose quill. Coupons at any depot of
BRITISH-AMERICAN TOBACCO CO., LTD.
AGENTS FOR W. D. & H. O. WILLS, ENGLAND.

[17]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds—
Sterling \$1,500,000 at 2/—\$15,000,000
Silver \$18,000,000

Reserve Liability of Proprietors \$15,000,000
COURT OF DIRECTORS.
Hon. Mr. D. LANDELL—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. DODWELL, Esq. P. H. HOLYOAK, Esq.
G. T. M. EDKINS, Esq. J. A. PLUMMER, Esq.
C. S. GIBBY, Esq. Hon. Mr. E. Shellin.

CHIEF MANAGER:
Hongkong—N. J. STARR.
MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
" 6 " 3 1/2 " " "
" 12 " 4 " " "

N. J. STARR,
Chief Manager.
Hongkong, 11th November, 1914. [9]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,000,000
Subscribed £1,000,000
Paid-up £1,000,000
Reserve Fund £500,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 10th July, 1915. [119]

THE BANK OF CHINA, GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1912.)

Authorized Capital \$50,000,000
Paid-up Capital \$10,000,000

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: Nanking, Chinkiang, Yangchow, Wusich, Wuhu, Anching, Tientsin, Tsingtao, Soochow. HANKOW: Shashi, Ichang, Nanchang, Tientsin, Peking, Tongshan, Luanshan, Tsingtao, Haiching, Hangchow, Wenchow, Shaohsin, Chahsin, Lanchow, Huchow, Ningpo. KATUNG: Changteh, Sinyang, Loh, Chowkei. TIENTAN: Chongtong, Tientsin, Lanchow, Tientsin, Tientsin, Yihthui, Huiming, Chifoo, Tientsin. HAITIAN: Yuncheng, Fochow, Changchow, Kiri, Moukden, Newchwang, Dairen, Harbin, Tientsin, Tientsin, Chinchow, Antung, Canton, Kueiyang, Peking, Kueiyang, Suiyuan, etc., etc.

CANTON BRANCH:
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [492]

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BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—Wall Street, New York.
LONDON OFFICE—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) \$3,350,000
RESERVE FUNDS \$1,200,000

ALL kinds of FOREIGN and LOCAL BANKING BUSINESS transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.
9, Queen's Road,
Hongkong, 12th May, 1915. [108]